

Public Involvement Report and Documentation

for the
2023 Air Quality Determination Report
FY 2024-2027 Transportation Improvement Program
2050 Regional Transportation Plan

August 2023

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These documents are posted at <http://www.rpcgb.org>

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This document was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Alabama Department of Transportation (ALDOT), and local governments. The contents of this document do not necessarily reflect the official views or policies of the USDOT.

PUBLIC INVOLVEMENT REPORT

This report is a summary of the public involvement that was conducted to discuss, solicit, and document comments and questions on the 2023 Air Quality Conformity Determination Report, FY 2024-2027 Transportation Improvement Program, and 2050 Regional Transportation Plan.

Supporting documentation is found in the Appendix. This report is available to the public and posted online at www.rpcgb.org/transportation-planning/public-involvement/.

SURVEY

To kick off the start of the plan updates, a 5-question survey was open from March 9, 2022 to July 5, 2022 to solicit opinions regarding transportation problems and preferred investments. Hard copies and online versions were available. 2,627 responses were received and all 87 zip codes in the MPA were represented. Results were shared with the MPO committees.

MEETING NOTICES

Notices for public meetings and an opportunity for comment were distributed/posted as follows:

- Flyers were mailed to:
 - Libraries
 - Senior Centers
 - Housing Authorities
- Postcards were mailed to everyone in the MPA database (approximately 1,400 people), including media, organizations serving individuals who are disadvantaged,
- Email notices were sent to everyone in the MPA database (over 1,000 people)
- Mailchimp email blasts were sent to approximately 3,000 people. This distribution list was derived from past public involvement activities.
- Flyer posted on bulletin board in the lobby of the RPCGB offices
- Posted online at the following locations, with draft reports available for review prior to the meeting and a link for submitting comments:
 - www.rpcgb.org/
 - www.rpcgb.org/regional-transportation-plan
 - www.rpcgb.org/air-quality-conformity
 - www.rpcgb.org/transportation-improvement-program-tip
 - www.rpcgb.org/public-involvement
- RPCGB Facebook and Instagram pages
- CommuteSmart Facebook, Instagram, Twitter, and LinkedIn pages
- Alabama Partners for Clean Air (APCA) Facebook page

MEETINGS

Public meetings were held on April 19, 2023 at 12:00 p.m. and 5:00 p.m. at the Regional Planning Commission of Greater Birmingham, Two 20th Street N, 3rd Floor Conference Room, Birmingham, Alabama. The meetings were conducted in an open house format. A total of 36 people attended the two meetings.

- A brief PowerPoint presentation (attached in the Appendix) was given to explain the documents
- Poster-sized graphics were displayed around the room to highlight aspects and promote discussion
- Hard copies of the draft documents were available for review
- Upon request, interested parties were given a copy of the draft documents
- Attendees were encouraged to submit comment cards available at the meetings
- Comments could also be submitted online via Survey Monkey

- RPCGB staff was available to discuss the documents and respond to questions and comments
- A recording of the presentation was posted online after the public meetings
- The comment period was open for 21 days, from April 19, 2023 – May 10, 2023

COMMENTS AND RESPONSES

All comments and responses are included in the following table. Some comments have been incorporated into the final plan document(s), as noted.

COMMENTS AND RESPONSES FOR 2050 RTP

Comment

Response where suitable

TRANSPORTATION IMPROVEMENT PROGRAM

The Northern Beltway needs to be completed at least from Hwy 75 to I-59.

2050 REGIONAL TRANSPORTATION PLAN

General

Overall comment: Kudos to RPC team who brought this data together. Amount of data is crucial to improvement and the wisdom of how public funds are expended.

The plan lacks any vision to use active and public transportation to reduce pollution, improve air quality, and safety.

Near total lack of focus on transit which will be vital with increasing growth. Seemed to focus on existing and grants applied for, but no new capacity or facilities. Highway widening has been a bad investment thus far (I-22 as an indicator. Walker County no longer in MSA.)

Lots of general overviews. Lack of details. Not enough daily information.

I think the most critical issue and one of the most fixable is interstate congestion. If traffic light timing were improved at and downstream from critical intersections that cause traffic backups onto interstate lanes (I-65 6th Ave S exit, I-59 Roebuck Parkway exit, I-65 Univ. Blvd. exit), and if collision vehicles were removed from the roadway in a timely fashion, minimizing emergency vehicle lane blockage, and if barriers in medians were higher, congestion would be greatly reduced. Also mobile homes should not be on interstates during rush hour. On ramps to the interstate need to be extended, especially at the Univ. Blvd. entrance to I-65. Congestion in downtown and southside Birmingham could also be easily reduced by traffic light timing, repair of nonfunctional sensors, and reduction of traffic lights that are not needed even at rush hour. The second big issue with transportation is the undependable BJCTA system, which allows drivers to simply stop working anytime they get to central station, or to adjust routes at will, leaving people stranded for hours at Central Station. More people would ride if it were dependable. Look at other cities for how to run a bus system that works. And Birmingham Xpress should integrate with BJCTA, not be a separate cost for riders. Interstate lighting has been a problem for years and is unsafe, making the metropolitan area look rundown and not cared about. Parking spaces have been allotted to micromobility and yet scooters and bikes litter the sidewalks. Regulate them or outlaw them; they are a hazard and are almost always ridden on sidewalks. CommuteSmart is great; count half day commutes at half credit. If someone can only take a rider in AM or PM some days, incentivize that too. Finally, how do we know that trucks are not carrying more weight than allowed, and make heavier ones pay more? There are no weigh stations in central Ala., and many of the stations in the state seem to be closed most of the time.

Chapter 7 Active Transportation has a section that discusses the regional Active Transportation (or B-ACTIVE Plan). That plan includes a goal to protect users and provides guidance on a range of on-road and off-road facility types to be constructed to help decrease the number of bicycle and pedestrian crashes. Agree that active and public transportation are important for reducing pollution, and improving air quality and safety.

Grant funding is a notable accomplishment for investment in the Birmingham MPA. The majority of the funding for transit projects comes from the Federal Transit Administration, whereas roadway funding comes from the Federal Highway Administration. Each agency has different eligibility requirements for the expenditure of funds.

Comments have been shared with ALDOT, BJCTA, and the City of Birmingham.

Chapter 2 - Goals and The Federal Planning Factors

Your plan expects and even allows for an increase in people killed, not only in absolute terms but also per mile! The entire plan is full of road widenings that will only increase speeds, increase miles driven, which will all result in more fatalities and injuries. This reads like "Fatalities are fine as long as cars go fast" which is terrifying.

On page 33, under Goal 5, please consider adding the following blurb, The R.E.D.E.S.I.G.N. Alabama project is a solution to a decades-long rail challenge that has plagued the residents of East Birmingham and Trussville, Alabama. This project will advance plans to create six miles of track unencumbered by at grade crossings on the AGS North, and five miles on the AGS South and East End Districts.

The RPCGB is also concerned about safety and continues to work to improve safety in the region. Pages 81-82 list a number of safety initiatives that will be funded. Table 4.3 on page 67 includes measures and targets related to safety that must be updated annually.

On page 33 under Goal 5, the bullet about the Alabama-USA Rail Corridor has been eliminated and was replaced with: "The R.E.D.E.S.I.G.N. Alabama project is a solution to a decades-long rail challenge that has plagued the residents of East Birmingham and Trussville, Alabama. This project will advance plans to create six miles of track unencumbered by at-grade crossings on the Alabama Great Southern Railroad North, and five miles on the Alabama Great Southern Railroad South and East End Districts."

Chapter 6 - Freight

On page 107, in the Future Port-Rail Connection section, there are six Class I railroad companies. On page 110, please consider adding the following blurb, R.E.D.E.S.I.G.N. Alabama: In 2022, the City of Birmingham, Alabama submitted R.E.D.E.S.I.G.N. Alabama in cooperation with the City of Trussville, and Norfolk Southern as a Railroad Crossing Elimination and CRISI planning grant applications. The applications seek to create six miles of track unencumbered by at grade crossings on the AGS North, and five miles on the AGS South and East End Districts. The associated railroad capacity improvements will permit the elimination of nine at-grade railroad crossings. Benefits to Birmingham include:

Improve rail crossings safety and lower long-term grade crossing costs
Reduce the instances of stopped trains blocking grade crossings
Provide unimpeded access to Harris Homes, a 188-unit public housing complex owned and operated by the Housing Authority of the Birmingham District
Connect Trussville neighborhoods and industries on the south side of the railroad corridor to Downtown Trussville and the U.S. 11 corridor

Updated the first two sentences on page 107 under the Future Port-Rail Connection section to state "The Kansas City Southern Railway (KCS) and Canadian Pacific Railway (CP) were two of just six Class I railroad companies with track in the United States. The two recently merged and formed CPKC, which has expressed interest in expanding into the Birmingham region."

On page 110, removed the section on the Alabama-USA Rail Corridor and replaced with "In 2022, the City of Birmingham submitted R.E.D.E.S.I.G.N. Alabama in cooperation with the City of Trussville and Norfolk Southern for Railroad Crossing Elimination and CRISI planning grant applications. R.E.D.E.S.I.G.N. Alabama is a solution to a decades-long rail challenge that has plagued the residents of East Birmingham and Trussville, Alabama. This project will advance plans to create six miles of track unencumbered by at-grade crossings on the Alabama Great Southern Railroad North, and five miles on the Alabama Great Southern Railroad South and East End Districts. This strategy will eliminate eight at-grade crossings and advance two grade separation projects, increasing the fluidity of freight and passenger rail operations in the region while enhancing public mobility and safety. As a continuation of R.E.D.E.S.I.G.N. Alabama, there is strong interest in developing a public-private-partnership to apply for state or federal grant funding to facilitate a comprehensive examination and study of highway-rail crossings in Jefferson County, with a focus on the West End Community and Bessemer areas, in the context of communities, schools, churches, fire departments, neighborhoods, industries, and businesses that are impacted by blocked crossings. The outcome goal is to identify crossings that can be grade-separated, consolidated, and closed to reduce blocked crossing frequencies, improve motorist and pedestrian mobility and safety, and increase the fluidity of freight and passenger rail operations in the region."

Chapter 7 - Active Transportation

Active Transportation clearly supports Goals 1, 2, 3, 4, 6 and 7.

Clarification has been made on page 127 that "This chapter addresses Goals 1, 2, 3, 4, 6 and 7."

Chapter 8 – Public Transportation

While much is made of "Transit Dependency" in this chapter, no efforts are made in other chapters to identify the areas where residents are dependent on personal automobiles due to a lack of appropriate frequent and reliable public transit or active transportation infrastructure, distance to jobs and other amenities.

The purpose of the transit dependency analysis was to compare the most dependent areas with the availability of public transportation.

Add last paragraph to FUNDING SOURCES (p. 155):
State Funding

The American Association of State Highway and Transportation Officials (AASHTO) lists Alabama as one of only three states (also Hawaii and Nevada) investing NO state dollars in public transit. This is despite Alabama's 2018 Act 161, which established an in-name-only state Public Transit Trust Fund under the Alabama Department of Economic and Community Development (ADECA). Actual state transit funding could help expand MPO service opportunities in the future.

The following language was added to page 155 under a new subheading entitled State Funding. "The American Association of State Highway and Transportation Officials (AASHTO) lists Alabama as one of only three states (also Hawaii and Nevada) investing no state dollars in public transit. A 1952 constitutional amendment bars ALDOT from using revenue from the state gas tax or license fees for public transportation. In February 2018, the Alabama Public Transportation Act was passed, but no funding source was established. Therefore, the Act established an in-name-only state Public Transit Trust Fund under the Alabama Department of Economic and Community Development (ADECA). Actual state transit funding could help expand public transit service opportunities throughout the Birmingham region in the future."

Add to TRANSIT DEPENDENCY (p. 156):

Figure 8.3 illustrates the transit-dependent census tracts with an overlay of BJCTA's current fixed-route network. Most tracts having a higher-than-average transit dependency score are served by existing routes and many are served by more than one route. This means that the transit system is providing at least minimal service to individuals with the greatest need. There is demonstrable need, however, for more frequent and dependable service in many areas.

This language was added to the paragraph on page 156.

One area that often seems overlooked is the coordination of roads, bicycles, and public transportation. There needs to be better overlap so that people can drive or ride a bicycle to public transportation, leave the car or bring the bike onboard, and continue on public transportation.

A callout box entitled "The Benefits of Multimodal Access to Public Transportation" has been added to page 154. It states, "Multimodal access to public transportation considers and accommodates the many ways public transportation users get to and from a public transportation stop or center to access a public transportation service. Those methods include walking, bicycling, riding feeder public transportation systems (e.g., taking the bus to connect to Bus Rapid Transit at a station), and driving. The idea is that providing the infrastructure and support services for multiple modes to access public transportation will increase use and result in health benefits. Specifically, when effectively integrated, bicycling and walking to public transportation help advance various environmental, health, and congestion-mitigating benefits for communities. The 20th Street / Birmingham Green Refresh project is a great example of the City of Birmingham's efforts to enhance multimodal transportation. The refresh included the addition of bike and flex lanes, sidewalk and crosswalk improvements, flexible café-style public seating, public art, and new native and drought-resistant landscaping."

I'm thankful for the public transit that we have, but it's apparent that we need to do better for the "higher than average" transit users. They need more frequent and reliable service.

Agree

Chapter 9 – What We Can Afford

A widening project for US 31 through Hoover (4 to 6 travel lanes) is included on both the Fiscally Constrained Plan and the Visionary Projects Plan. This appears to be the same project. Furthermore, as documented in Hoover's adopted Comprehensive Plan, should ALDOT have funds allocated or identified for a roadway project along US 31 in Hoover, our community would rather said funds be directed towards "complete street" improvements such as sidewalks, bike lanes, and other streetscape improvements along the corridor. We've identified a need for these facilities as pedestrians and bicycle users are currently trying to navigate this busy roadway in the travel lanes. With ALDOT assisting in adding sidewalk along AL 150, US 31 would be the natural next step in expanding the alternative transportation network in the vicinity. The section of US 31 where the City identified the greatest need for additional travel lanes has already been expanded. The remainder of the corridor, while busy, seems to handle automobile traffic pretty well.

This project has been removed from the Visionary Project list and map and added to the Fiscally Constrained list not scheduled until 2050. It will be removed during the next update of the Plan.

The American Association of State Highway and Transportation Officials (AASHTO) lists Alabama as one of only three states (also Hawaii and Nevada) investing NO state dollars in public transit. This is despite Alabama's 2018 Act 161, which established an in-name-only state Public Transit Trust Fund under the Alabama Department of Economic and Community Development (ADECA). Actual state transit funding could help expand MPO service opportunities in the future.

This language was added on page 155. On page 175 of Chapter 9 What We Can Afford, the following was added as a callout box "The American Association of State Highway and Transportation Officials lists Alabama as one of only three states (also Hawaii and Nevada) investing no state dollars in public transit. See page 155 for more info."

The Birmingham Northern Beltline is a project that is not necessitated by traffic according to the environmental impact statement. It does not make a loop but is a spiral and it will have people driving excess miles. It will put a burden on an already congested interstate I-59 in the Trussville/Argo/ Springville area. It goes through the headwaters of the CAHABA RIVER.

The Trussville area has a lot of homes, neighborhoods that will be negatively impacted. A truck route is not what the community needs or wants and has expressed that for year (the citizens not the politicians). The price tag is huge (BILLIONS!!!!). Transportation dollars should be spent on repairing our current roads and infrastructure which is in crisis condition.

The growth that has been mentioned with the road is fictional. People cite the growth with I-459 but that was built in the 80's. A legitimate comparison cannot be made. To spend this kind of transportation dollars on a project that is honestly antiquated which transportation experts across the country have noted is not a good use of taxpayer dollars. We cannot keep the lights working on the roads we have. Put our taxpayer dollars to good use and that is not the NORTHERN BELTLINE. There are many more worthy projects. This one is a pet political pork project and always has been.

The purpose of the project is to enhance cross-region accessibility, stimulate economic development, and respond to traffic growth in the northern portions of Jefferson County. ALDOT followed federal guidelines in evaluating the environmental impacts of the project reflected in the approved environmental document which is currently being reevaluated in accordance with the NEPA requirements. ALDOT will continue to evaluate traffic volume changes impacting the northern portions of Jefferson County.

As President of the Jefferson County Association of Fire Departments, I am writing to applaud the inclusion of the Birmingham Northern Beltline in the Long-Range Plan. It is well-known that first responders in Jefferson county need better direct access to and from communities during emergency situations. Access is a major factor impacting response times. The Birmingham Northern Beltline will make it much faster and safer to drive across the county. Communities impacted by severe weather and individuals suffering medical emergencies will experience improved response times with more reliable routes to access trauma care and other emergency provisions. If the Northern Beltline had been completed on April 27, 2011, lives could have been saved in the aftermath of the deadly tornado outbreak. Please continue to advance this project and find ways to secure the funding needed to complete the entire Birmingham Northern Beltline.

I support the efforts for the Northern Beltline.

Interstate 459 brought tremendous benefits when it was built and the Northern Beltline will do the same. The Northern Beltline will expand the entire economy of our region and state. One economic developer has already identified 20 potential industrial parks that could be located along the Northern Beltline, and a 2017 economic impact study says completing the Northern Beltline will create 70,000 new jobs during construction and 21,00 new jobs each year thereafter.

I-459 facilitates shorter and faster transportation for citizens of South Jefferson, Shelby, St. Clair, and Bibb County on a daily basis. To citizens transiting through Birmingham it reduces travel time. It has resulted in economic development and job creation. The Northern Beltline will do the same for citizens of West, East, and North Jefferson County and adjoining counties. Same for economic growth and job creation.

We support the Northern Beltline Project - this will give us better ability to move truck traffic, provide quicker fire, life & Safety services, create jobs and industrial parks- this is a great project for entire State of Alabama

The Jefferson County Councilor Coalition (JC3) has passed a resolution in favor of the Northern Beltline that reads as follows:

Whereas, access to reliable transportation is essential to the employment and economic self-sufficiency of Alabama residents and helps advance Alabama's goals around growing the number of workforce-ready residents and connecting them to high-quality employment opportunities; and, Whereas, access to reliable transportation is essential to the necessities of daily life for Alabama residents, including access to grocery stores, medical appointments, school, community events, and more; and, Whereas, we are in a time of growing innovation in public transportation and that there are opportunities to be at the forefront of this innovation, often with much more limited capital outlay compared to traditional transportation investments; and,

Whereas, a robust transportation system is a powerful economic development tool to recruit and retain businesses and potential employees; and,

Whereas, access to reliable transportation can help address some of the particular challenges faced by Alabama's rural communities with access to employment and other opportunities and could contribute to retaining population in these rural communities throughout the state; and,

Whereas, even incremental investment in transportation, if applied strategically, can help build a stronger transportation infrastructure and pay huge dividends in the quality of life of Alabama residents and the economic growth and well-being of our state; and,

Whereas, Alabama's Public Transportation Trust Fund provides a vehicle for more robust investment in public transportation innovation if it is seeded with funding; and,

Whereas, there are opportunities for collaboration to improve alignment and deploy these innovative solutions in ways that meet needs for all Alabama residents and help increase the economic growth and competitiveness of our state;

NOW, THEREFORE, BE IT RESOLVED, in recognition of the above, the Jefferson County Councilors Coalition (JC3) encourages state government and other state stakeholders to support stronger alignment and enhanced funding for strategic public transportation solutions that enhance the lives of Alabamians and strengthen our state economically. This includes committing funding at the state level for Alabama's Public Transportation Trust Fund and other statewide solutions that could tangibly advance the goal of a more effective, strategic transportation system in our state, region, and county.

Adopted by the Jefferson County Councilors Coalition this 24th day of March, 2023.

The Northern Beltline is a transformational project that will create economic development opportunities, reduce travel times, and reduce congestion in the region. It will also improve public safety through access to health care and reduced travel times for first responders.

It is easy to look at the dramatic growth created south of Birmingham by I-459; the Northern Beltline has the ability to do the same for the areas north of Birmingham.

There has been almost \$500M of eligible federal funds secured for this project that can only be used for the Northern Beltline. This money will be lost if the Northern Beltline does not proceed. It would be irresponsible by the State of Alabama not to utilize those funds.

The Northern Beltline will provide the necessary access to Northern Jefferson County and existing and planned improvements. The 489 million dollars in federal funding secured by the Alabama congressional delegation is only eligible for the Northern Beltline project and requires no state or local matching funds. I urge your strong support for this project.

\$489 million in federal funding has been secured by Alabama's congressional delegation and the Northern Beltline is the only project eligible for these funds. They cannot be reprogrammed for another type of project in the state. Plus, this \$489 million requires no local or state match dollars. Interstate 459 brought tremendous benefits when it was built and the Northern Beltline will do the same.

I-459 has transformed areas of Jefferson and Shelby counties. Construction of I-459 made possible developments like The Summit, The Galleria, Liberty Park and more. Communities along the Northern Beltline will experience positive impacts much like those from McCalla to Cahaba Heights have experienced as a result of I-459.

The Northern Beltline is a generational opportunity that will enable better access and safer and more efficient transportation for citizens of the region as well as consumers and commercial entities traveling to and through central Alabama. The Northern Beltline will expand the entire economy of our region and state. One economic developer has already identified 20 potential industrial parks that could be located along the Northern Beltline, and a 2017 economic impact study says completing the Northern Beltline will create 70,000 new jobs during construction and 21,000 new jobs each year thereafter.

The Northern Beltline will expand the entire economy of our region and state. One economic developer has already identified 20 potential industrial parks that could be located along the Northern Beltline, and a 2017 economic impact study says completing the Northern Beltline will create 70,000 new jobs during construction and 21,000 new jobs each year thereafter.

I believe that another extremely expensive roadway (The Northern Beltline) that is at least 7 miles north of the current I459 is not needed and will simply add to the traffic on an already busy I59 in Trussville of which is always in disrepair. If the money is not available to repair current infrastructure, how are funds for repairs to this unnecessary road going to be there?

The studies of the adverse affects on our drinking water also need to be re-done and re-evaluated after so many years. The cost of the road is astronomical! More and more people are working from home, there is no guarantee trucks will utilize it, and the number of jobs that are supposedly going to be generated from the Northern Beltline are just laughable and pulled from the sky.

In no way shape or form should the Northern Beltline come through Trussville, particularly close to the Argo exit. This will damage Trussville citizens, wildlife, and the budget of our already budget-deficit state. The impact this project will have on the Cahaba River, an important water source for humans and a HUGE natural resource for countless endangered fish, plants, and animals, is vast.

This project also will not assist with the already congested I-59 Trussville/Argo/Springville area, and will instead cause more traffic, causing angry (or more accurately put – angrier) citizens fed up with the traffic delays who then will desire to move away from Trussville. When this happens, much like the 280 area, residential areas are lowered in value and the only focus is on retail and business locations. During times of recession and economic down turns, those areas (areas focused more so on industries instead of people) are the first ones to be negatively impacted and closed, leaving desolate areas prime for crime and poverty. This means Trussville will move away from a community-based family living destination and merely into a place to shop and will have no recourse if and when another recession occurs.

This expansion also does not offer more benefits than it costs and will put our public transportation budget further into disarray. The Northern Beltline, particularly the portion running through Trussville, will negatively impact all and should NOT be continued or funded. For once please listen to your constituents. Put the livelihood of your own citizens and their everyday commutes and the literal livelihood of countless animals and plants ahead of profit and greed, please. The pros do not outweigh the cons for this project.

I support the Northern Beltline, which will enhance the area's economic development opportunities as well as improve accessibility and emergency response. In addition, the \$489 million in federal funding that has been secured by Alabama's congressional delegation for the Northern Beltline cannot be reprogrammed for another type of project in the state. We should use these funds for their intended purpose.

Interstate 459 brought tremendous benefits when it was built and the Northern Beltline will do the same. I-459 has transformed areas of Jefferson and Shelby counties. Construction of I-459 made possible developments like The Summit, The Galleria, Liberty Park and more. Communities along the Northern Beltline will experience positive impacts much like those from McCalla to Cahaba Heights have experienced as a result of I-459.

We need to think safety when it comes to this project! The Northern Beltline will make it much safer to drive across the county, and first responders in Jefferson, Blount, St. Clair, Shelby, Tuscaloosa and Bibb counties will have better and more direct access to and from communities during emergency situations. Communities impacted by severe weather and individuals suffering medical emergencies will experience improved response times and more reliable routes to medical care. Those in more rural areas should not have to worry more in an emergency situation - be it a tornado or a heart attack. Access to care is important and the completion of this project will benefit so many Alabamians, especially in the race against time.

Birmingham traffic is terrible, and as the area grows it's going to get worse. We need to be supporting big projects like the Northern Beltline to help facilitate traffic flow, particularly around areas like the new amphitheatre, Protective, etc. We should be building these things now, not when it's too late.

In my opinion, retaining and attracting young people to the city of Birmingham is one of the most important things our communities can do to create a successful city. You see folks graduate from Alabama universities and immediately leave for cities like Denver and Austin because there are plentiful outdoor recreational opportunities.

Birmingham needs exactly that, and the Northern Beltline project would help increase the city's standing as a destination for young people trying to find their home to live and work.

The Northern Beltline in Jefferson County Alabama is of critical importance to the state and nation. I strongly support this project and hope it is completed as soon as possible

The Northern Beltline is a generational opportunity for its region and the State of Alabama. \$489 million of federal funding has already been secured and this is the only project eligible for those funds.

All you have to do to understand the importance and need for the Northern Beltline is to look at the growth and benefit of I-459 on the region. Its a no brainer. The Northern Beltline is longer than I-459 and thus will lead to even great benefit and economic development and growth opportunity for Jefferson and surrounding Counties.

The Northern Beltline will lead to better and improved access to jobs and healthcare and new opportunities we cannot even imagine today.

New interstate infrastructure is, without debate, a build it and they will come!

The project is 50 years long overdue and I am excited and 1,000,000% supportive of this project.

The Northern Beltline will expand the entire economy of our region and state. One economic developer has already identified 20 potential industrial parks that could be located along the Northern Beltline, and a 2017 economic impact study says completing the Northern Beltline will create 70,000 new jobs during construction and 21,000 new jobs each year thereafter.

Interstate 459 brought tremendous benefits when it was built and the Northern Beltline will do the same. I-459 has transformed areas of Jefferson and Shelby counties. Construction of I-459 made possible developments like The Summit, The Galleria, Liberty Park and more. Communities along the Northern Beltline will experience positive impacts much like those from McCalla to Cahaba Heights have experienced as a result of I-459.

\$489 million in federal funding has been secured by Alabama's congressional delegation and the Northern Beltline is the only project eligible for these funds. They cannot be reprogrammed for another type of project in the state. Plus, this \$489 million requires no local or state match dollars.

I support the construction of the Northern Beltline. Full Stop. Especially with the Federal money that has been secured for its construction. The Birmingham Northern Beltline must be built if Birmingham ever wants to grow. We are already being overtaken by Huntsville and Mobile and without the Northern Beltline, this region will never grow without new infrastructure.

The purpose of the project is to enhance cross-region accessibility, stimulate economic development, and respond to traffic growth in the northern portions of Jefferson County. ALDOT followed federal guidelines in evaluating the environmental impacts of the project reflected in the approved environmental document which is currently being reevaluated in accordance with the NEPA requirements. ALDOT will continue to evaluate traffic volume changes impacting the northern portions of Jefferson County.

The purpose of the project is to enhance cross-region accessibility, stimulate economic development, and respond to traffic growth in the northern portions of Jefferson County. ALDOT followed federal guidelines in evaluating the environmental impacts of the project reflected in the approved environmental document which is currently being reevaluated in accordance with the NEPA requirements. ALDOT will continue to evaluate traffic volume changes impacting the northern portions of Jefferson County.

BUILD THE NORTHERN BELTLINE NOW!

LONG OVERDUE. THANK YOU FOR FINALLY GETTING STARTED ON THIS GAME CHANGING INFRASTRUCTURE PROJECT. I HAVE BEEN WAITING ON THIS FOR 30 YEARS!

The Birmingham Business Alliance supports the construction, full funding, and timely completion of the Northern Beltline as an essential component of the Appalachian Development Highway System (ADHAS) to support economic development and additional job creation in the region and the state.

My cousins and I own 80 acres of land near Turkey Creek and within a couple of miles of the planned Northern Beltline. While we support the project as landowners, we also believe it will expand the entire economy of our region and state. That's why we fully support the Birmingham Northern Beltline.

The Northern Beltline will improve access for many to and from Birmingham, including its places of employment, hospitals and entertainment venues such as the announced amphitheater, Protective Stadium, Regions Field, the Civil Rights District, the Birmingham Zoo and more.

The Northern Beltline will make it much safer to drive across the county, and first responders in Jefferson, Blount, St. Clair, Shelby, Tuscaloosa and Bibb counties will have better and more direct access to and from communities during emergency situations. Communities impacted by severe weather and individuals suffering medical emergency will experience improved response times and more reliable routes to medical care.

Please find ways to complete more of the Birmingham Northern Beltline than just the section announced in April by Governor Ivey.

As the Director of Jefferson County E-911, I am writing to express my strong view that the Birmingham Northern Beltline will significantly improve the ability of first responders to travel to and from locations in Jefferson County that are currently only accessible by 2-lane roads that are dangerous for emergency response and often congested.

The proposed Birmingham Northern Beltline communities that are impacted by severe weather and individuals suffering medical emergencies will experience improved response times to area hospitals with more reliable routes to access trauma care and other emergency provisions when time is of the essence.

Please keep this project in the plans and fund it to completion using all possible sources of funds. Thank you for the opportunity to comment.

I am a property owner in the area and feel that the Northern Beltline would significantly help the economy of the north Jefferson county area. Additionally it would greatly improve transportation through and around the North Jefferson County area. I strongly recommend the approval of the project.

The Birmingham Northern Beltline is an important project and we should look for all possible ways to accelerate the project to completion.

The funding that has been secured cannot be spent on other projects, and it does not take money away from other potential projects.

The development that will occur as a result of the Birmingham Northern Beltline will lead to additional jobs and income generated in our community.

First responders have articulated how they need more efficient access across Jefferson County and the Birmingham Northern Beltline will play a significant role in alleviating long response times.

People in neighboring counties and communities within Jefferson County will enjoy greater access to the City Center for work, recreation, and entertainment.

The benefits of this project outweigh its costs according to studies that are publicly available.

Thank you for including this project in the long range plan.

I support the completion of the Birmingham Northern Beltline as proposed in the plan. Completion of this project will reduce traffic congestion in the region, improve air quality, and enhance economic development in the region. The available federal funding should be fully utilized for this project so we don't lose the funding to other ADHS states. Other US DOT grant programs should be pursued to secure additional funding that could accelerate completion and bring the associated economic benefits of the project to the region and the state sooner.

See attached letter from the Southern Environmental Law Center

The purpose of the project is to enhance cross-region accessibility, stimulate economic development, and respond to traffic growth in the northern portions of Jefferson County. ALDOT followed federal guidelines in evaluating the environmental impacts of the project reflected in the approved environmental document which is currently being reevaluated in accordance with the NEPA requirements. ALDOT will continue to evaluate traffic volume changes impacting the northern portions of Jefferson County.

Your letter states that "ALDOT estimates it will spend \$1.2 billion to complete the 20-mile section of the highway between I-65 and I-59.3 Yet the FHWA estimates that this section of the highway will actually cost \$1.966 billion. (This cost discrepancy should be explained in the 2050 RTP.)" Please note that ALDOT provided the RPCGB with the estimate to construct the Northern Beltline. The \$1.146 billion cost estimate listed in the 2050 RTP is given in fiscal year 2023 dollars, and it is the cost to complete a 4-lane expressway.

Your letter also says, "The RTP states that 'Congressional Appropriations and the IJA allocated approximately \$489 million of Appalachian Development Highway System (ADHS) funds to the Northern Beltline.' However, this is untrue. The IJA allocated a large portion of funding to the Appalachian Development Highway System funds in Alabama (about \$369.3 million over five years), but this funding was not "allocated...to the Northern Beltline." The language on page 177 under Northern Beltline in Table 9.2 on page 178 has been updated in the RTP to state "Congressional Appropriations and the IJA allocated approximately \$489 million to the Appalachian Development Highway System (ADHS), of which approximately \$29 million is being held for contingencies."

Chapter 10 – Visionary Projects

Would love to see all the projects that could come from the transportation improvements that are planned for the county.

Agree.

Add to 2050 VISIONARY PROJECTS (p. 184):

A note on public transit: Beyond roadway projects is the need for visionary strategy toward more robust public transit. Greater transit reliance will help reduce traffic congestion and pollution, mitigate climate challenge, and provide more humane, equitable access to life necessities and amenities. Broader public ridership will require explicit level of service standards (e.g., 15-minute boarding access) ensuring timely, dependable, and affordable transport. Desirable service advancements will require operations funding not presently available.

This language has been added to page 184. The lack of state funding for public transportation and limited local resources constrains the expansion of transit services throughout Alabama. The opening of the Birmingham Xpress Bus Rapid Transit line in September 2022 was made possible by discretionary federal grant funding.

Appendix A - Capacity Project List

Perhaps I've missed it but I see no mention of the Cahaba Beach Road Bridge on the report in Capacity or Visionary projects. ALDOT had plans to rebuild it in order to connect 280 and Sicard Hollow, Liberty Park to Inverness, several years ago. The prep is done, why isn't it mentioned in the report as a priority?

The Cahaba Beach Road Bridge project has been added to the Visionary Project Map and list with MPO ID #1185. If funding for the project becomes available, the project sponsor could request that it be added to the Fiscally Constrained Capacity Project list.

Appendix D - Travel Demand Model

The model shows light travel demands down 280. If you travel any of the 3-5 traffic lanes (and the alternate freeway routes to get here to Chelsea, the demands are quite high. Downtown should already have buses regularly running back and forth University, Galleria, etc. Let's cut down work traffic and get some bus routes down to Chelsea, Alabaster, etc.

Growth on US-280 roadway is minimal because the corridor is already at capacity and cannot carry additional traffic. However, future travel demand in the area is significant and is reflected in the population and employment growth in the model. Transit service on US-280 into Shelby County, as well as down I-65 to Alabaster, has been studied and recommended. RPCGB continues to encourage and support transit services into these growing communities.

Via Email

May 10, 2023

Mr. Mark Bartlett, Mark.Bartlett@dot.gov
Mr. DeJarvis Leonard, leonardd@dot.state.al.us
Mr. Scott Tillman, stillman@rpcgb.org
Birmingham Metropolitan Planning Organization, mpo@rpcgb.org

Dear Members of the FHWA, ALDOT, RPC, and MPO staff,

The Southern Environmental Law Center appreciates the opportunity to comment on the Birmingham 2050 Regional Transportation Plan (RTP). The RTP illuminates ALDOT's proposal to sink billions of dollars into a black hole – the Birmingham Northern Beltline. This 52-mile project was first proposed in the 1960's, and even though the area has changed dramatically, a small handful of corporate landowners in the path of the road, along with road building, mining, development, and utility interests, continue to drive the support for this \$5 billion project, which has little transportation benefit for the region. The proposed highway will permanently degrade our community, including our drinking water; and it is the most expensive project in the history of Alabama. Taxpayer funding for this highway should instead be spent on other needed projects in the state that can be completed in less than 60 years (the estimated completion time for the Beltline).¹

Birmingham's air quality, water quality, forested acreage, and wetlands would all be degraded by this highway. Specifically, the Northern Beltline would cross and permanently alter Black Warrior and Cahaba River tributaries in 90 places, and it would impact 35 different wetlands and thousands of football fields' worth of forest. Of particular concern is the fact that the Beltline would impact the tops of both the Cahaba and Black Warrior River watersheds, primary drinking water sources for Birmingham and surrounding communities. The current proposed route is the most environmentally destructive of the seven routes initially considered by ALDOT.

Ironically, proponents have stated that it will dramatically relieve traffic, but there are no studies to support that claim. If completed, the highway would only relieve 1-3% of traffic on I-

¹ Regional Planning Commission, 2050 Regional Transportation Plan, May 2023 Draft https://www.dropbox.com/s/8rep5id5qiqn7m3/RTP%202050_20230414.pdf?dl=0 (last visited May 10, 2023) at Appendix A at 12-13 and 20. (Forty percent of the road is planned to be built in 25 years; therefore, at that rate, it will be completed in 60 years.).

20/59 through downtown Birmingham, and it will not reroute significant truck traffic. In fact, traffic will increase on the heavily-congested section of I-59 through Trussville and Argo.²

While we appreciate that ALDOT has decreased the impact of the project by changing it from a six-lane highway to a four-lane highway, the project cost continues to be astronomical. In the next 25 years, ALDOT estimates it will spend \$1.2 billion to complete the 20-mile section of the highway between I-65 and I-59.³ Yet the FHWA estimates that this section of the highway will actually cost \$1.966 billion.⁴ (This cost discrepancy should be explained in the 2050 RTP.) In any case, this means that even with the reduction of lanes, the entire 52-mile project is still estimated to cost more than \$5 billion (\$96.3 million per mile). The large price tag of the road does not take into account the extra cost of sewer and other infrastructure that must be installed for the area to be developed. The additional significant costs of extending water lines, power lines, local roads, public safety services, and schools have yet to be factored into the Beltline's overall price.

Approximately half of the proposed 20-mile section of the Northern Beltline in the RTP will be funded through the Appalachian Development Highway System. The RTP states that “Congressional Appropriations and the IJA allocated approximately \$489 million of Appalachian Development Highway System (ADHS) funds to the Northern Beltline...”⁵ However, this is untrue. The IJA allocated a large portion of funding to the Appalachian Development Highway System funds in Alabama (about \$369.3 million over five years),⁶ but this funding was not “allocated...to the Northern Beltline.” This funding could be spent on other ADHS projects, such as Corridor V (State Route 2) in Huntsville and Corridor X (Interstate 22) here in Birmingham. This statement should be modified and corrected in the 2050 RTP. According to the Cost to Complete for the ADHS, Alabama still desires to upgrade Corridor V and build a new interchange on this road.⁷ Additionally, Corridor X needs upgrades to an 8-lane section and a welcome center.⁸ Upgrades and maintenance to these roads should be completed first in order to meet the national goal of “maintaining the highway infrastructure asset system in a state of good repair” before wasting money on projects that are not a priority.

ALDOT claims that the other half of funds for this 20-mile stretch of the Northern Beltline will come from GARVEE bonds. However, ALDOT should not go into debt or waste

² Regional Planning Commission of Greater Birmingham. *Public Involvement Meeting Documentation for 2035 RTP*. April 2010, p. 4-17; Birmingham Northern Beltline Termini Analysis, September 1993, p. 3.

³ Regional Planning Commission, 2050 Regional Transportation Plan, May 2023 Draft https://www.dropbox.com/s/8rep5id5qiqn7m3/RTP%202050_20230414.pdf?dl=0 (last visited May 10, 2023).

⁴ FHWA, Cost to Complete, <https://fhwaapps.fhwa.dot.gov/foisp/publicActive.do> (last visited May 10, 2023).

⁵ Regional Planning Commission, 2050 Regional Transportation Plan at 177.

⁶ USDOT, FY 2022 - FY 2023 Actual and FY 2024 - 2026 Estimated State-by-State Federal Aid Highway Program Apportionments Under the Infrastructure Investment and Jobs Act, https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/Est_FY_2022_026_Formula_Programs_Infrastructure_Investment_State-by-State_Year-by-Year.pdf (last visited May 10, 2023).

⁷ ADHS, Appalachian Development Highway System - 2021 Cost-to-Complete Estimate Report, March 2021, <https://www.arc.gov/wp-content/uploads/2021/03/ADHS-2021-Cost-to-Complete-Estimate-Report-March-2021-FINAL-1.pdf> (last visited May 10, 2023).

⁸ *Id.*

these GARVEE bonds on this frivolous project, but instead invest in needed projects throughout the State. TRIP, a national transportation research organization, completed a list of Alabama's 50 highway projects needed most to support economic growth; the Northern Beltline was not on the list.⁹ (The Business Council of Alabama endorsed this list.¹⁰) And in fact, **all** of the projects on that list could be completed for less than the cost of the Northern Beltline. Additionally, construction of the Northern Beltline has been ranked 36th in priority by the Birmingham Regional Planning Commission,¹¹ yet it is being prioritized by ALDOT over much-needed fixes for current traffic and safety problems.

Finally, ALDOT has not completed its legally mandated environmental review and permitting for this project. Many (if not all) of the environmental documents and permits for this project are expired or outdated. The last Environmental Impact Statement of the entire 52-mile proposed highway was completed in 1997 - 26 years ago. A Reevaluation was completed for approximately half of the highway in 2012 - over 11 years ago. The Corps of Engineers permit issued in 2013 for 1.86 miles of the discharge of dredge and fill material has expired. No other Corps permit for this highway has been issued. Before any new permit can be issued or new construction of this highway can begin, a Supplemental Environmental Impact Statement (SEIS) of the entire road must be completed. However, before wasting substantial resources on a project that only benefits the pockets of a few, funding should instead be spent on upgrades and maintenance to Corridor X or V.

Best Regards,



Sarah Stokes
Senior Attorney

⁹ TRIP, The Top 50 Highway Projects to Support Economic Growth and Quality of Life in Alabama, Feb. 2016, http://www.tripnet.org/docs/AL_Economic_Development_TRIP_Report_February_2016.pdf (last visited May 10, 2023).

¹⁰ BCA, <https://www.bcatoday.org/local-and-national-speakers-highlight-alabamas-road-needs-and-solutions/>, Feb. 12, 2016 (last visited May 10, 2023).

¹¹ Regional Planning Commission of Greater Birmingham, *Birmingham 2035 Regional Transportation Plan*, April 2010, Appendix 5D.

APPENDIX



Public Meetings

2023 AIR QUALITY CONFORMITY DETERMINATION REPORT FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM and 2050 REGIONAL TRANSPORTATION PLAN

Purpose:

To obtain public comments on:

2023 Air Quality Conformity Determination Report
FY 2024-2027 Transportation Improvement Program
2050 Regional Transportation Plan

Proposed documents will be available for review
no later than Tuesday, April 18, 2023 at:

<https://www.rpcgb.org/regional-transportation-plan>

Format:

There will be a short presentation at noon and 5:00 pm
with an open house to follow

Comments on the plan can be submitted via
www.surveymonkey.com/r/Bham2050 from
April 19, 2023 to May 10, 2023

Location:

Two 20th Street N
3rd Floor Conference Room
Birmingham, AL

Date:

Wednesday, April 19, 2023

Times:

12:00 p.m. to 1:00 p.m.
5:00 p.m. to 6:00 p.m.

Contact:

Regional Planning Commission
of Greater Birmingham
205-264-8473
lland@rpcgb.org



Special accommodations must be requested at least three days in advance of the meeting by contacting:
Laurel Land at 205-264-8473 or lland@rpcgb.org

RPCGB PUBLIC MEETINGS & 21-DAY COMMENT PERIOD

PURPOSE

To obtain public comment on:

- 2023 Air Quality Conformity Determination Report
- FY 2024-2027 Transportation Improvement Program
- 2050 Regional Transportation Plan

Proposed documents will be available for review no later than Tuesday, April 18, 2023.

A 21-day comment period will be open from April 19, 2023 to May 10, 2023.

VISIT: WWW.RPCGB.ORG/REGIONAL-TRANSPORTATION-PLAN

Review & Comment
on the Draft Plan



PUBLIC MEETING DETAILS:

Date: Wed., April 19, 2023

Time: 12:00 p.m. to 1:00 p.m.
OR 5:00 p.m. to 6:00 p.m.

A presentation will be given at 12 p.m. and 5 p.m.

Location:

Two 20th Street N, Suite 310
Birmingham, AL 35203

Special accommodations must be requested at least 3 days prior to the meeting. Contact: Laurel Land at 205-264-8473 or lland@rpcgb.org



If images are not displaying correctly,
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The Regional Planning Commission of Greater Birmingham (RPCGB) invites you to one of the April 19, 2023 Public Involvement Meetings to review and obtain public comments on the Draft 2050 Regional Transportation Plan, Draft FY 2024-2027 Transportation Improvement Program and the Draft 2023 Air Quality Conformity Determination Report

**Wednesday April 19, 2023
In-person Public Involvement Meetings**

Location:

2 20th Street North
3rd Floor Conference Room - Suite 310
Birmingham, AL 35203

Times:

12:00 to 1:00 pm and
5:00 to 6:00 pm

Format:

There will be a short presentation at 12:00 pm and 5:00 pm with an open house format to follow.

Contact:

Laurel Land at 205-264-8473 or lland@rpcgb.org for more information. Special accommodations must be requested at least 3 days prior to the meeting.

Click here to view and download the flyer for the April 19 Public Involvement Meetings

**Proposed documents will be available for review
no later than Tuesday, April 18, 2023 at:**
<https://www.rpcgb.org/regional-transportation-plan>

**Online comments can be submitted between
April 19 - May 10, 2023 during the 21-day public comment
period**

**Click here between April 19 - May 10 to view the Draft
documents and submit online comments**

About the 2050 Birmingham Regional Transportation Plan

The RTP is federally required to ensure that transportation projects are coordinated between the various levels of government (local, county, state and federal). The RTP will ensure eligibility of projects for federal transportation funding as the plan serves as the framework for guiding federally funded transportation investments. This 2050 RTP builds upon the 2045 RTP that was adopted in September 2019.

The RTP includes all modes of surface transportation including roadways, public transportation, bicycles, pedestrians and freight. It identifies and analyzes transportation needs within the metropolitan region, articulates a vision for how the transportation system will be organized and function, identifies broad goals and project priorities, and considers the reality of future funding availability.

To learn more please click the link below to visit the project website.

**Visit the 2050 Birmingham Regional Transportation
Plan website to learn more**

BIRMINGHAM METROPOLITAN PLANNING ORGANIZATION (MPO) 2050 REGIONAL TRANSPORTATION PLAN

MAP OF THE BIRMINGHAM METROPOLITAN PLANNING AREA

ABOUT THE BIRMINGHAM MPO

Public Involvement

What is the Regional Transportation Plan ?



2023 AIR QUALITY CONFORMITY DETERMINATION REPORT FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM and 2050 REGIONAL TRANSPORTATION PLAN

Purpose:

To obtain public comments on:
2023 Air Quality Conformity Determination Report
FY 2024-2027 Transportation Improvement Program
2050 Regional Transportation Plan

Proposed documents will be available for review
no later than Tuesday, April 18, 2023 at:
<https://www.rpcgb.org/regional-transportation-plan>

Format:

There will be a short presentation at noon and 5:00 pm
with an open house to follow
Comments on the plan can be submitted via
www.surveymonkey.com/r/Bham2050 from
April 19, 2023 to May 10, 2023

Location:

Two 20th Street N
3rd Floor Conference Room-Suite 310
Birmingham, AL 35203

Date:

Wednesday, April 19, 2023

Times:

12:00 p.m. to 1:00 p.m.
5:00 p.m. to 6:00 p.m.

Contact:

Regional Planning Commission
of Greater Birmingham
205-264-8473
[lliland@rpcgb.org](mailto:liland@rpcgb.org)

The 2050 Regional Transportation Plan (RTP) is a 25-year vision for the Birmingham Metropolitan Planning Area (MPA), which includes all of Jefferson and Shelby counties and a portion of Blount and St. Clair counties (see map of the planning area in the link above). The RTP charts a strategy for maintaining and improving the transportation network – roads, bicycle, pedestrian, and transit. It is drafted using insight gained from public input and consultation with local jurisdictions and businesses, and presents strategies for environmental sustainability, economic vitality, enhanced mobility, and increased system performance.

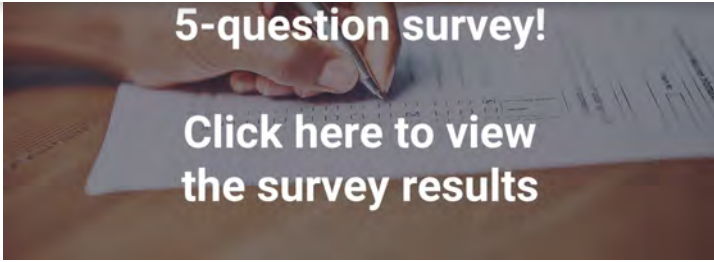
The RTP guides investment of federal funding in the MPA's multimodal transportation system over the next 25 years. All planned transportation projects and programs in the MPA are in the plan. No transportation project can receive federal funding unless it is in the RTP.

As administrator of the Metropolitan Planning Organization (MPO), the Regional Planning Commission of Greater Birmingham (RPCGB) is required to prepare a transportation plan every four years. The plan must be fiscally constrained, meaning that projects can only be implemented if there are available revenue sources.

DOWNLOAD THE RTP FACT SHEET TO LEARN MORE



Special accommodations must be requested at least three days in advance of the meeting by contacting:
Laurel Land at 205-264-8473 or lliland@rpcgb.org



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 Regional Planning Commission of Greater Birmingham





Intro

Working to improve transportation, community development, and economic development in the heart of Al


 Page · Public Service



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 (205) 251-8139

 RPCInfo@rpcgb.org

 rpcgb.org

 Closing Soon

 Regional Planning Commission of Greater Birmingham
3d · 

Join us in person for a presentation and open house on April 19th regarding the Draft 2050 Regional Transportation Plan! For more information visit

BIRMINGHAMREGION2050.COM

Connect with Regional Planning Commission of Greater Birmingham on Face...

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COMMENTS

- Check One:** 2050 Regional Transportation Plan
 2023 Air Quality Determination Report
 FY 2024-2027 Transportation Improvement Program

Name: _____

Email: _____

PUBLIC INVOLVEMENT MEETING

Wednesday, April 19, 2023 at 5:00 pm

Print Name	Organization Represented	Email Address
Sandra F.P. Bonner	ALDOT - ECR (B'ham)	bonners@dot.state.al.us
Maqueshia Brown	ALDOT - ECR (B'ham)	brownm@dot.state.al.us
Wyatt Jacobs	ALDOT - ECR (B'ham)	jacobs w@dot.state.al.us
JONES, WL	5 PANTS S NEIGHBORHOOD	WILL.JONES@MAC.COM



APRIL 19, 2023

PUBLIC INVOLVEMENT MEETINGS

Draft 2050 Regional Transportation Plan

Draft FY 2024-2027 Transportation Improvement Program

Draft 2023 Air Quality Conformity Determination Report



BIRMINGHAM METROPOLITAN PLANNING ORGANIZATION (MPO)

- The planning area for the Birmingham MPO includes all of Jefferson and Shelby Counties and a portion of Blount and St. Clair counties
- Every 4 years the MPO is required to prepare:
 - A long-range plan (25-year horizon), known as the Regional Transportation Plan (RTP)
 - Short-term (4-year) work program, known as the Transportation Improvement Program (TIP)





DRAFT 2050 REGIONAL TRANSPORTATION PLAN

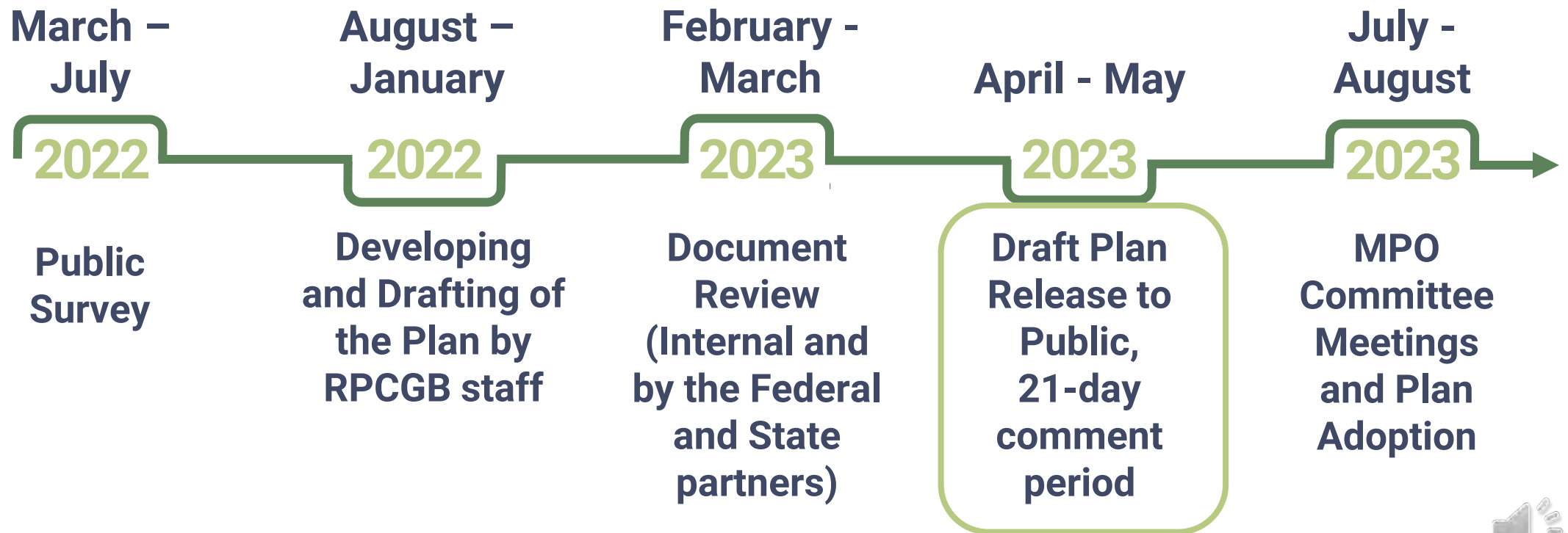


ABOUT THE 2050 REGIONAL TRANSPORTATION PLAN (RTP)

- It is a federally-required plan that must be updated every 4 years so that the Birmingham metropolitan region can continue to receive federal transportation dollars.
- Purpose of the RTP is to guide the investment of federal funding in the region's multimodal transportation system to help address current travel demands and accommodate future growth through the year 2050.



2050 REGIONAL TRANSPORTATION PLAN DEVELOPMENT TIMELINE



PUBLIC SURVEY

5 survey questions:

- What is your home zip code?
 - Top 2 transportation problems you are most concerned with
 - Top 2 preferred investments if additional transportation funding were available
 - Likelihood of considering an electric vehicle (EV) purchase for next vehicle
 - Obstacles to EV ownership
- **2,627 survey participants from all 87 zip codes in the metropolitan area**

Survey results can be viewed at
www.BirminghamRegion2050.com

Birmingham Metropolitan Planning Organization

2050 Regional Transportation Plan

1. What is your home zip code?

2. What are the TWO top transportation problems you are most concerned with? (circle only two)
 - Traffic congestion
 - Poor pavement condition
 - Lack of public transportation options
 - Rising transportation costs
 - Lack of walking infrastructure
 - Lack of bicycle infrastructure
 - Safety (accidents, red light running, speeding, etc.)
 - Air quality
3. If additional transportation funding were available, where would you prefer that money to be invested? (circle only two)
 - Construction of new / expansion of existing roadways
 - Maintenance of existing roadways
 - Safety projects
 - Expanded public transit options
 - More sidewalks
 - More bike lanes
4. How likely are you to consider buying an Electric or Plug-in Hybrid Electric Vehicle for your next vehicle? (circle one)
 - Highly Likely
 - Somewhat Likely
 - Not Likely
 - Not sure
5. What do you think is the primary challenge of owning an electric car? (circle one)
 - Initial cost
 - Time to charge the battery
 - Lack of charging stations
 - Travel distance for one full charge
 - I don't think there are any challenges



If you would like to receive email updates (including the results of this survey), please write your email:

2050 REGIONAL TRANSPORTATION PLAN CONTENTS

11 Chapters

1. Plan Fundamentals
2. Goals & The Federal Planning Factors
3. Demographics & Trends
4. Performance Measures & Targets
5. Roads & Bridges
6. Freight
7. Active Transportation
8. Public Transportation
9. What We Can Afford
10. Visionary Projects
11. Discretionary Grant Funding Programs





CHAPTER 1

PLAN FUNDAMENTALS

BACKGROUND AND PURPOSE

The 2050 Regional Transportation Plan is the guiding document for future investments in transportation, bicycle, pedestrian, and freight facilities to support projected growth in the region. It is drafted using input and consultation with local jurisdictions and businesses. Transportation projects and programs in the MPA are ineligible for federal funding unless they meet the requirements of the plan.

- MPO Overview
- How RTP Meets Federal Regulations





Image Credit: RPCGB

CHAPTER 2

GOALS & THE FEDERAL PLANNING FACTORS

PLAN GOALS

Over the course of this planning process, several key issues emerged that led to the development of seven overarching 2050 RTP goals. These goals are based upon the public input received during the plan development process (see Appendix D Public Involvement) and federal requirements. The following pages are detailed descriptions of the specific plans, initiatives, and programs conducted by the RPCGB, the Birmingham MPO and other agencies that contribute to the implementation of each goal. The next section will show how these goals relate to the Federal Planning Factors.

THIS CHAPTER INCLUDES:

- Goal 1: Improve overall safety to reduce serious injuries and fatalities for motorized transportation.
- Goal 2: Implement strategies to reduce congestion and address mobility needs.
- Goal 3: Provide opportunities for physical activity that enhance opportunities for recreation, health, and quality of life.

- 7 Plan Goals
- Relationship of Goals to Federal Planning Factors



CHAPTER 2: GOALS & FEDERAL PLANNING FACTORS

Birmingham 2050 RTP Goals:

1. Improve overall system safety and reduce serious injuries for motorized and non-motorized users.



CHAPTER 2: GOALS & FEDERAL PLANNING FACTORS

Birmingham 2050 RTP Goals:

1. Improve overall system safety and reduce serious injuries for motorized and non-motorized users.
2. Implement strategies that improve operations and address congestion.



CHAPTER 2: GOALS & FEDERAL PLANNING FACTORS

Birmingham 2050 RTP Goals:

1. Improve overall system safety and reduce serious injuries for motorized and non-motorized users.
2. Implement strategies that improve operations and address congestion.
3. Provide equitable transportation options that enhance opportunities for physical activity, increase access to essential needs and improve quality of life.



CHAPTER 2: GOALS & FEDERAL PLANNING FACTORS

Birmingham 2050 RTP Goals:

1. Improve overall system safety and reduce serious injuries for motorized and non-motorized users.
2. Implement strategies that improve operations and address congestion.
3. Provide equitable transportation options that enhance opportunities for physical activity, increase access to essential needs and improve quality of life.
4. Enhance the existing transportation system and maintain it in a state of good repair.



CHAPTER 2: GOALS & FEDERAL PLANNING FACTORS

Birmingham 2050 RTP Goals:

1. Improve overall system safety and reduce serious injuries for motorized and non-motorized users.
2. Implement strategies that improve operations and address congestion.
3. Provide equitable transportation options that enhance opportunities for physical activity, increase access to essential needs and improve quality of life.
4. Enhance the existing transportation system and maintain it in a state of good repair.
5. Support economic growth by ensuring the efficient movement of goods and freight to and from the region.



CHAPTER 2: GOALS & FEDERAL PLANNING FACTORS

Birmingham 2050 RTP Goals:

1. Improve overall system safety and reduce serious injuries for motorized and non-motorized users.
2. Implement strategies that improve operations and address congestion.
3. Provide equitable transportation options that enhance opportunities for physical activity, increase access to essential needs and improve quality of life.
4. Enhance the existing transportation system and maintain it in a state of good repair.
5. Support economic growth by ensuring the efficient movement of goods and freight to and from the region.
6. Encourage a transportation system that is compatible with the built environment and sensitive to the natural environment.



CHAPTER 2: GOALS & FEDERAL PLANNING FACTORS

Birmingham 2050 RTP Goals:

1. Improve overall system safety and reduce serious injuries for motorized and non-motorized users.
2. Implement strategies that improve operations and address congestion.
3. Provide equitable transportation options that enhance opportunities for physical activity, increase access to essential needs and improve quality of life.
4. Enhance the existing transportation system and maintain it in a state of good repair.
5. Support economic growth by ensuring the efficient movement of goods and freight to and from the region.
6. Encourage a transportation system that is compatible with the built environment and sensitive to the natural environment.
7. Mitigate the challenges of climate change by incorporating more sustainable transportation choices that promote clean energy, better air and water quality as well as environmental programs that create more resilient communities.



RTP Goal

List of supporting plans, initiatives, projects, and programs

Goal 4

ENHANCE THE EXISTING TRANSPORTATION SYSTEM AND MAINTAIN IT IN A STATE OF GOOD REPAIR.

Specific plans, initiatives, projects, and programs that contribute to enhancing the existing transportation system and maintaining it in a state of good repair in the Birmingham region, include, but are not limited to:

- **Transportation Performance Management (TPM)** rules and measures have been implemented at the federal level, which the Birmingham MPO has incorporated into its planning processes. Pavement and bridge conditions are key components of the TPM rules, and the Birmingham MPO has opted to support the state targets (see **Chapter 4 Performance Measures and Targets**). The following is a list of statewide Bridge and Pavement Performance Measurement (PM2) 2-year and 4-year targets for the National Highway System (NHS) set by ALDOT and the Birmingham MPO for 2024 and 2026:

- % of NHS bridges by deck area classified as in good condition - Greater than 50%
- % of NHS bridges by deck area classified as in poor condition – Less than 5%
- % of interstate pavement in good condition - Greater than 50%
- % of Interstate pavement in poor condition – Less than 5%
- % of non-interstate pavement in good condition - Greater than 25%
- % of non-interstate pavement in poor condition – Less than 5%

- In the FY 2020-2023 Transportation Improvement Program, the Birmingham MPO programmed and allocated \$12,510,400 dollars of STPBH funds for pavement rehab and/or other maintenance projects.
 - Jefferson County – bridge replacement on Springedale Road
 - City of Birmingham – bridge replacement on Pratt Highway
 - City of Birmingham – replace interstate lighting on I-20/59
 - Shelby County – bridge replacement on SR-55
 - Mountain Brook - bridge replacement on Old Brook Trail and Canterbury Road
- In the FY 2020-2023 Transportation Improvement Program, the Birmingham MPO allocated funding for **pavement management plans** for the cities of Birmingham and Homewood.
- ALDOT is currently tearing out the 1970s concrete from the median and guardrail of **Red Mountain Expressway** and is installing a concrete barrier wall and concrete shoulders, while also repaving and restriping the expressway.
- In 2019, RPCGB applied for and was awarded additional "Planning Funding" from ALDOT to research and confirm the specific municipality or agency that owned and/or maintained each of the segments on the federal aid system (functionally classified roadways).

This data from the "Road Ownership and Maintenance Study" was developed into an interactive map posted on the RPCGB.org website at <https://rpcgb.maps.arcgis.com/apps/webappviewer/index.html?id=13ac4329625a49e3bd60ac5ed3e69028>

- The following **Advance Planning, Programming and Logical Engineering (APPLE)** studies through the RPCGB have been conducted to address roadway or bridge maintenance needs:
 - Avenue F Bridge Over Village Creek - Birmingham (November 2019)
 - Chesser Drive Study – Chelsea (March 2021)
 - Chalkville Road/Chalkville Mountain Road Corridor Study (August 2022)
 - Fultondale – Gardendale New Road Study – Jefferson County (in progress)

Relationship of this Goal to the:

10 Federal Planning Factors

- This goal directly supports Federal Planning Factors 1, 2, 3, 7, 8 and 10.

Subject matter in the 2050 RTP Chapters and Appendices

- Chapter 4 – Performance Measures and Targets
- Chapter 5 – Roads and Bridges

Public Survey

In the public survey associated with this plan:

- 43.9% of the respondents selected "Poor pavement condition" as one of their top two transportation concerns. This was the highest selected answer.
- 55.2% of the respondents indicated if additional transportation funding were to become available, they would prefer to see it invested in "Maintenance of existing roadways." This was the highest selected answer.
- See the Public Involvement summary in Appendix B for more details.

Key discretionary grant programs established under the BIL / IIJA

- Rebuilding American Infrastructure Sustainably and Equitably (RAISE) Grant Program
- Infrastructure for Rebuilding America (INFRA) Grant Program
- For detailed information see Chapter 11 - Discretionary Grant Funding Programs





Image Credit: Greater Alabama MLS

CHAPTER 3

DEMOGRAPHICS & TRENDS

BACKGROUND AND PURPOSE

Examining the Greater Birmingham region to identify existing future needs helps to inform the MPO and decision makers on where transportation investment priorities should be focused. Population and employment estimates and forecasts are used to inform the development of long-range transportation and land use planning. This report provides a synopsis of development trends in the region, including forecasted changes in population, employment, and expected land use changes based on current development policies. This information collectively provides a better understanding of the region's development and its influence on transportation.

- Demographic Trends
- Forecasts





CHAPTER 4

PERFORMANCE MEASURES & TARGETS

OVERVIEW OF PERFORMANCE-BASED PLANNING AND PROGRAMMING

Federal transportation... in the 21st Century (... Surface Transport... Jobs Act (IIJA)... Metropolitan... transportation... (TIPs) th... Ahead for Progress... ng America's... stment and... tion (DOTs) and... long-range regional... ovement Programs... ch to planning" or

- Federal Requirements for Performance-Based Planning and Programming
- Federally Required Roadway Performance Measures
- Federally Required Transit Performance Measures



Table 4.2: Federally-Required Roadway Performance Measures

Final Rule	National Goal	Performance Measure
PM1	Safety	Number of fatalities
		Fatality rate (per 100 million vehicle miles traveled)
		Number of serious injuries
		Serious injury rate (per 100 million vehicle miles traveled)
		Number of non-motorized fatalities and non-motorized serious injuries
Final Rule	National Goal	Performance Measure
PM2	Infrastructure Condition (Bridge and Pavement)	Percentage of pavements on the interstate system in good condition
		Percentage of pavements on the interstate system in poor condition
		Percentage of pavements on the non-interstate National Highway System (NHS) in good condition
		Percentage of pavements on the non-interstate NHS in poor condition
		Percentage of NHS bridges classified as in good condition
		Percentage of NHS bridges classified as in poor condition
Final Rule	National Goal	Performance Measure
PM3	System Reliability	Percent of person-miles traveled on the interstate system that are reliable
		Percent of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable
	Freight Movement & Economic Vitality	Truck Travel Time Reliability Index (TTTR)
	Environmental Sustainability	PM2.5 emissions reductions from Congestion Mitigation and Air Quality (CMAQ) program
		NOx missions reductions from CMAQ program
		Annual hours of Peak Hour Excessive Delay (PHED) per capita on the NHS
		Percent of non-single occupancy vehicle (SOV) travel

Federally-
required
performance
measures for
roadways



Birmingham MPO elects to support ALDOT targets

ROADWAY PERFORMANCE TARGETS

As described in the section above, for each performance measure, States and MPOs are required to set targets that must be reached within a designated timespan. Federal legislation provided each MPO with the choice to either set its own performance targets or agree to support the statewide targets. To date, the Birmingham MPO has opted to support the Alabama state targets.

ALDOT develops the targets based on performance trends, which were then projected into the future. Each set of targets will be regularly updated to reflect changes in system conditions and performance.

Safety targets (PM1) have a one-year reporting period and must be updated annually. All other targets (PM2 and PM3) have two- and four-year reporting periods and must be updated every two years. Whenever the Alabama Department of Transportation (ALDOT) updates its targets, the Birmingham MPO will adopt a resolution to support these new targets. The most recently adopted performance measures are shown in **Table 3.3**, which the Birmingham MPO adopted by resolution in December 2022.

The Birmingham MPO also summarizes these Performance Measures and presents the signed resolutions in a report titled **Systems Performance Report** which can be found in **Appendix G**.

Image Credit: Joe Songer for AL.com



Table 4.3: Roadway Performance Measures and Targets

PM1 Performance Measures	Previous Targets (2019)	New Targets (2023)
Number of fatalities	932	1,000
Fatality rate (per 100 million vehicle miles traveled)	1.33	1.44
Number of serious injuries	8,469	6,500
Serious injury rate (per 100 million vehicle miles traveled)	12.08	9.82
Number of non-motorized fatalities and non-motorized serious injuries	394	400

PM2 Performance Measures	Previous Targets	New 2-Year (2024) and 4-Year (2026) Targets
Percentage of pavements on the interstate system in good condition	Greater than 50%	Greater than 50%
Percentage of pavements on the interstate system in poor condition	Less than 5%	Less than 5%
Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition	Greater than 40%	Greater than 25%
Percentage of pavements on the non-interstate NHS in poor condition	Less than 5%	Less than 5%
Percentage of NHS bridges by deck area classified as in good condition	Greater than 50%	Greater than 50%
Percentage of NHS bridges classified as in poor condition	Less than 5%	Less than 5%

PM3 Performance Measures	Previous Targets	New 2-Year (2024) and 4-Year (2026) Targets
Percent of person-miles traveled on the interstate system that are reliable	96.40%	92.00%
Percent of person-miles traveled on the non-interstate NHS that are reliable	93.60%	90.00%
Truck Travel Time Reliability Index (TTTR)	1.21	1.30
PM2.5 emissions reductions from CMAQ program (kg/day)	19,072	10,000
NOx emissions reductions from CMAQ program (kg/day)	165.2	140.0
Annual hours of Peak Hour Excessive Delay (PHED) per capita on the NHS	New target added in 2022	9.30 hours / per capita
Percent of non-single occupant vehicle (SOV) travel	New target added in 2022	16.50%

Source: ALDOT and the Birmingham MPO

Note: The Birmingham MPO endorsed the ALDOT targets as its own in December 2022.

Table 4.5: BJCTA Transit Asset Management Performance Measures and Targets (2022)

Asset Category - Performance Measure	Asset Class	Total # in 2022	Average Age (Years)	Percent that Met or Exceeded Useful Life Benchmark (ULB)
Rolling Stock - Revenue Vehicles				14%
Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB	Bus (BU)	79	7	14%
	Cutaway Bus (CU)	35	6	0%
	Van (VN)	10	3	0%
	Minivan (MV)	7	7	100%
Equipment				12%
Percent of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile (AO)	18	5	17%
	Trucks and other Rubber Tire Vehicles (ZZ)	6	4	0%
Facilities				25%
Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger Facility	2	4	0%
	Maintenance Facility	1	66	100%
	Passenger Parking	1	4	0%

Source: Birmingham-Jefferson Transit Authority (BJCTA) and the Birmingham MPO

Note: The infrastructure performance measure does not apply since the BJCTA does not operate fixed rail and is a Tier II public transportation provider. The Birmingham MPO voted to support the BJCTA targets in May 2022.

TRANSIT SAFETY PERFORMANCE MEASURES AND TARGETS

In addition to asset management, public transportation safety is a key component of the performance-based planning process as it relates to transit. The FTA established the Public Transportation Agency Safety Plan (PTASP) rule to emphasize a more effective and proactive approach to managing safety risks in public transit systems. The rule applies to all operators of public transportation systems that are recipients and sub-recipients of FTA grant funds.

BJCTA is required to develop a compliant agency safety plan annually, which includes performance targets. In May 2022, the Birmingham MPO adopted a resolution to support the transit safety measures and targets developed by the BJCTA, which are listed in Table 4.6.

The FTA requires that public transit agencies self-certify their safety plans and targets annually. There is no penalty for the BJCTA or the Birmingham MPO if targets are not met.

Table 4.6: BJCTA Transit Safety Performance Targets (2022)

Performance Measures	Mode	Baseline	2022 Targets
Fatalities	Fixed Route	0	0
Rate of Fatalities*		0**	0**
Injuries		24.2	24.2
Rate of Injuries*		0**	0**
Safety Events		19	19
Rate of Safety Events*		0**	0**
Mean Distance between Major Mechanical Failure		0**	0**
Fatalities	Demand Response	0	0
Rate of Fatalities*		0**	0**
Injuries		4.8	4.8
Rate of Injuries*		0**	0**
Safety Events		4.8	4.8
Rate of Safety Events*		0**	0**
System Reliability		0**	0**

*Rate = total number for the year / total revenue vehicle miles traveled

** BJCTA is working to collect the rate of fatalities, injuries, events and a baseline number for Mean Distance between Major Mechanical Failures

Source: Birmingham-Jefferson Transit Authority (BJCTA) and the Birmingham MPO

Note: The Birmingham MPO voted to support the BJCTA targets in May 2022.

Federally-
required
performance
measures for
transit

CHAPTER 5

ROADS & BRIDGES

BACKGROUND &

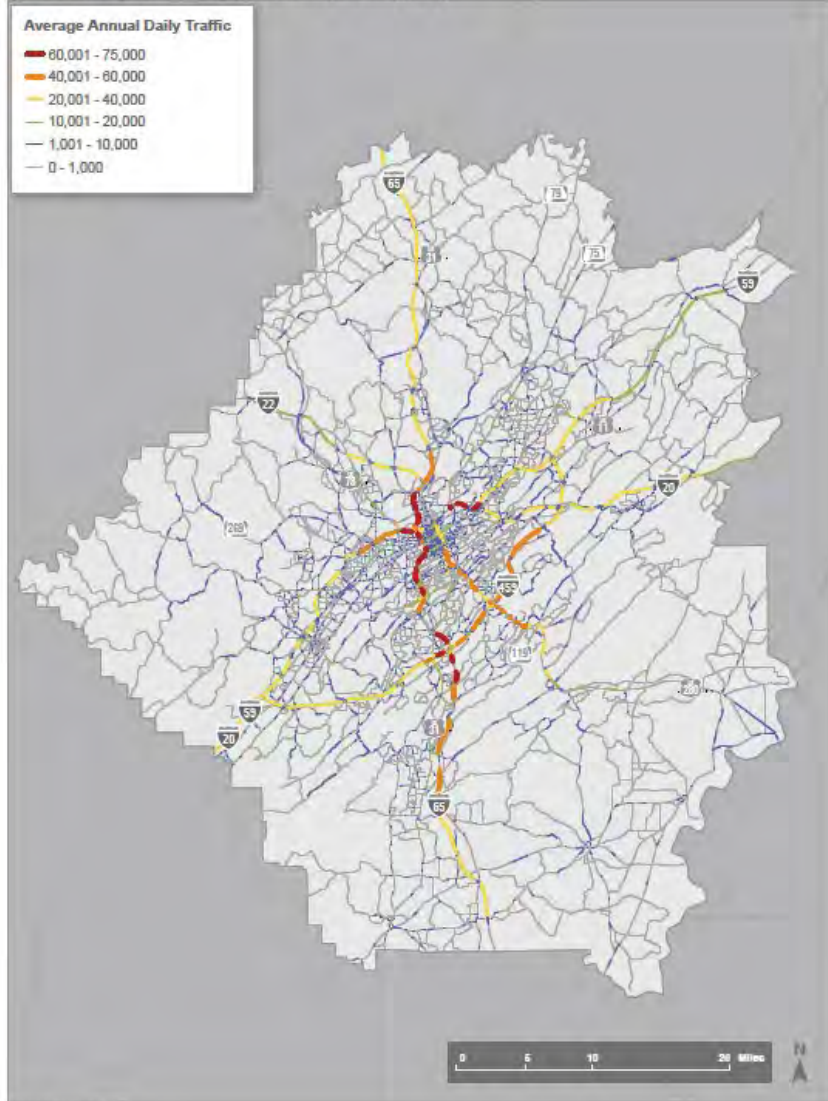
Any progress toward achieving the Regional Transportation Plan (RTP) must begin with a... infrastructure network – what it includes, what condition it is in, and how it is being used. The roadway network is the backbone of our region, connecting our communities together and integrating us with the rest of the world. This chapter is to present a variety of characteristics of the existing system of roadways and bridges in the region and to develop effective plans for the future of our roadways.

THIS

- Functional Classification
- Traffic Volumes
- Safety Trends, Studies, and Initiatives
- System Maintenance and Preservation
- Transportation Systems Management & Operations
- Congestion and Reliability

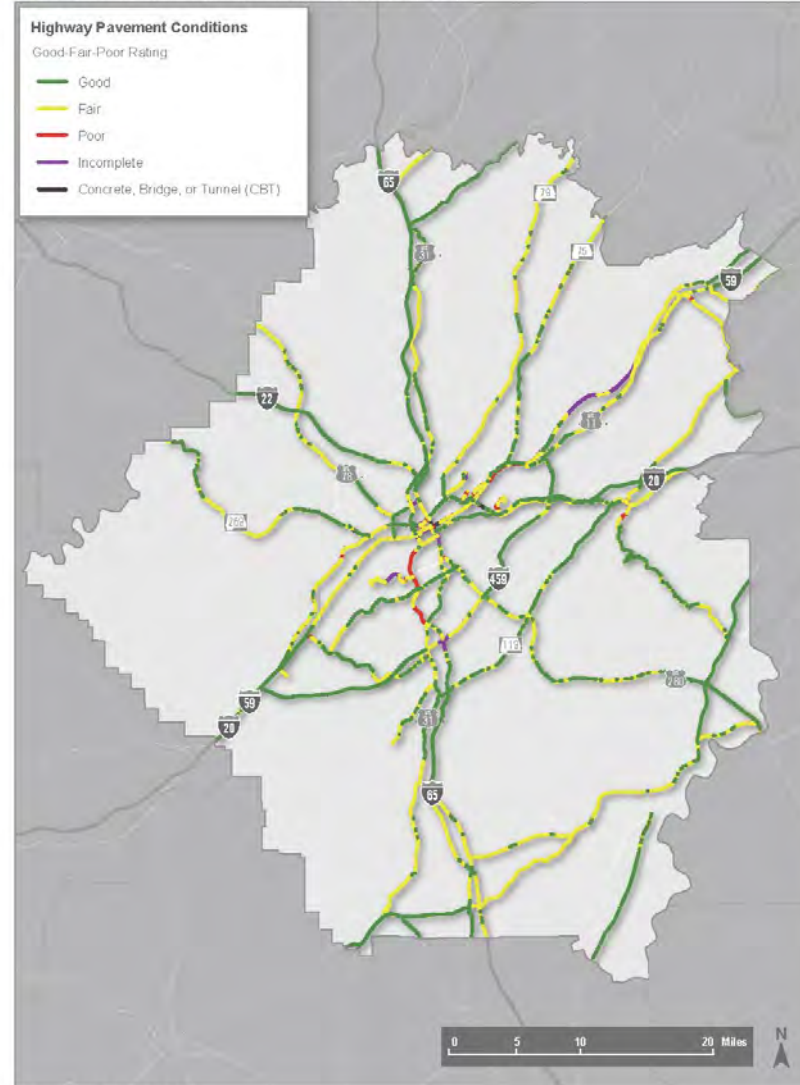
Image Credit: Shelby County Reporter

Figure 5.4: Regional Average Annual Daily Traffic (2021)



Source: ALDOT

Figure 5.10: Regional Highway Pavement Condition (2022)



Source: ALDOT; RPCGB

Figure 5.6: Regional Crash Trends (2018-2021)

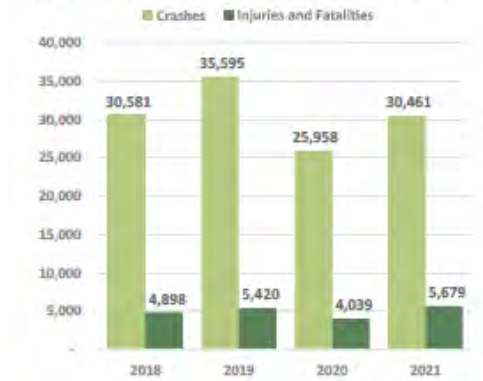


Figure 5.7: Regional Fatality Trends (2018-2021)



Figure 5.8: Regional Pedestrian- and Cyclist-Related Crash Trends (2018-2021)



Source: University of Alabama Center for Advanced Public Safety; RPCGB

CHAPTER 6

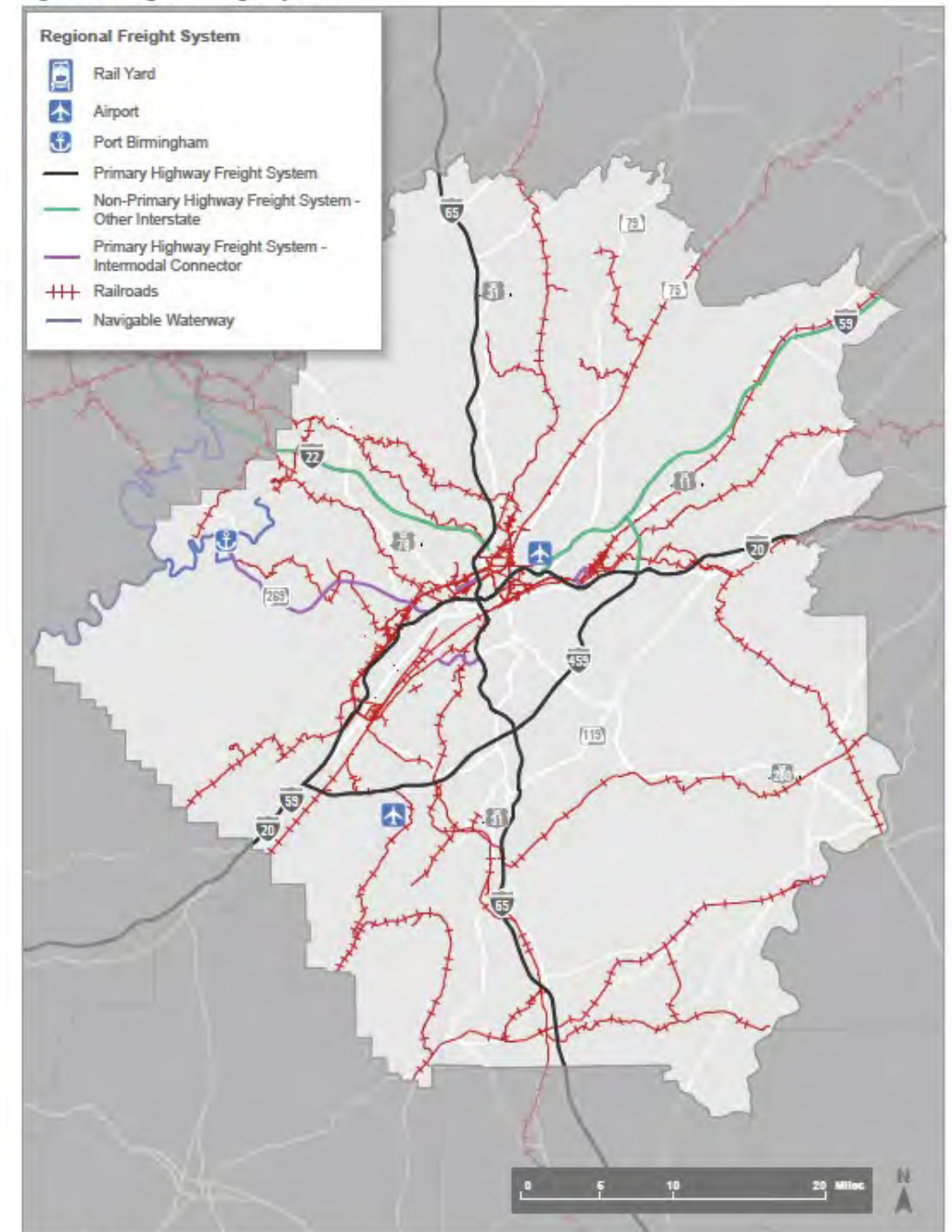
FREIGHT

BACKGROUND & PURPOSE

The Birmingham region, often called the "Pittsburgh of the South," has an industrial heritage in iron, steel, and coal. As the region has grown and developed, its economic base has diversified and now boasts one Fortune 500 company in the banking industry, as well as the medical research and building materials industries. These industries are powered by the region's strong freight networks, including three Class I railroads, a port on the Marine Highway, and a network of regional freight routes, all of which are described in this report. The region has seen strong recent growth in distribution centers, and planned upgrades of waterborne and air cargo facilities, as well as investment in the rail network.

- Regional Freight System Profile
- Freight and Commodity Flows
- Economic Impacts of the Freight Industry
- Current and Ongoing Plans and Studies
- Freight Trends
- Freight-Related Capacity Projects

Figure 6.2: Regional Freight System



Source: RPCGB and FHWA

CHAPTER 7

ACTIVE TRANSPORTATION

BACKGROUND AND PURPOSE

Active transportation is a mode of transportation. This includes walking, bicycling, and other non-motorized transportation. Active transportation is becoming increasingly popular due to the health benefits of physical activity. While the total number of miles traveled by active transportation in the Birmingham region have increased, they do not form a well-connected network. This plan aims to foster connectivity and provide more active transportation facilities.

- Existing Active Transportation Facilities
- Recently Completed, Planned, and Programmed Projects
- Related Policies and Programs and Regional Planning Efforts
- Advanced Planning, Programming and Logical Engineering (APPLE) Feasibility Studies
- Federal Funding Sources

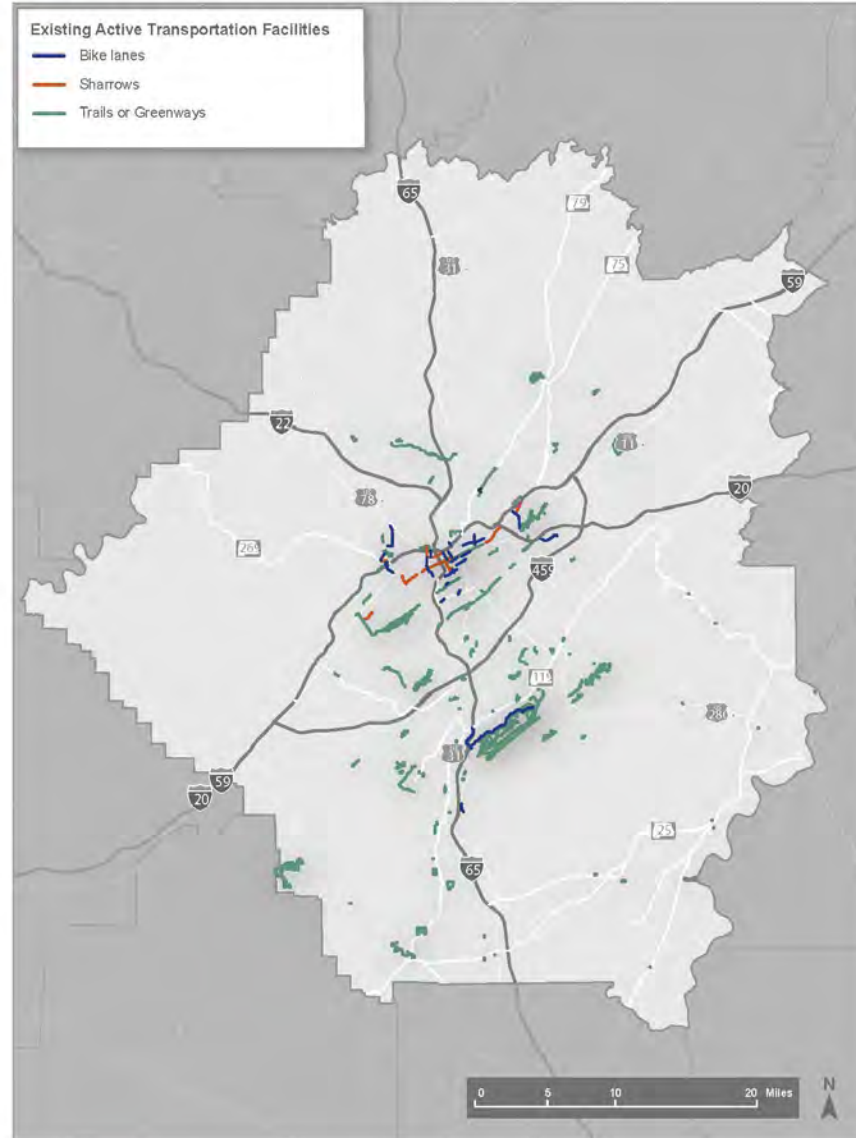


Existing facilities map

7 – Active Transportation

128

Figure 7.1: Existing Active Transportation Facilities (2022)



Source: RPCGB

7 – Active Transportation

132

PLANNED AND PROGRAMMED PROJECTS

The following active transportation projects are programmed in the Birmingham MPO's Transportation Improvement Program (TIP) for either their planning, engineering and design, or construction phases (listed in alphabetical order below). Additional information can be found by referencing the MPO Map ID on the interactive TIP map found on the RPCGB website at: www.rpcgb.org/transportation-improvement-program-tip.

HELENA BUCK CREEK GREENWAY SYSTEM

This 3.67-mile project will extend existing multi-use trails in Helena and connect active transportation destinations and other points of interest, including the Helena Sports Complex and Old Town Helena. The City of Helena plans for this system of greenways to tie into the City of Pelham's trail system and eventually connect every school, park, and neighborhood in Helena. The target start date for this project is February 2024. The Birmingham MPO has currently approved \$2.4 million in funding for the construction of the project.



Source: Jacob Blankenship

PELHAM GREENWAY TRAIL

This project will extend the existing Pelham Greenway Trail from the Pelham City Park Complex along Bishop Creek past the new Campus 124 entertainment area and under US-31, connecting to the Oak Mountain Amphitheater and the future Canopy mixed-use development. The trail, which opened in 2020, currently extends from Bearden Road through the Pelham City Park Complex to the Pelham Dog Park. When completed, the Pelham Greenway Trail is planned to be approximately 6.5 miles long and will connect several of Pelham's existing and planned commercial and entertainment assets. The Birmingham MPO has currently approved \$1.2 million in funding for the construction of the project; \$85,770 for the right-of-way acquisition phase of the project; and \$85,770 for the utility phase of the project.

Reference: Birmingham Metropolitan Planning Organization Map ID 1250

RICHARD ARRINGTON JR. BOULEVARD ROAD DIET AND GREENWAY (CITY OF BIRMINGHAM)

This project will improve connectivity between the cities of Birmingham and Homewood by reconstructing the existing four-lane section of Richard Arrington Jr. Boulevard from Valley Avenue in Homewood to 15th Avenue South in the historic Five Points South Neighborhood in Birmingham. This Complete Streets project will reduce the existing vehicle travel from four lanes to two lanes with an intermittent center left turn lane/median. The space previously dedicated to a fourth travel lane will include a 12-foot-wide multi-use greenway to accommodate pedestrians and bicyclists along the 3,700-foot stretch that climbs to the summit of Red Mountain from Downtown Birmingham and Homewood. This project will also improve nonmotorized transport to Birmingham's Vulcan Park and Museum and will connect to the Kiwanis Vulcan Trail. The project is a very important segment of the Red Hook Trail System and is scheduled to begin construction in September 2023. The Birmingham MPO has currently approved \$2 million in funding for the construction of the project and \$16,485 for the utility phase of the project.

Reference: Birmingham Metropolitan Planning Organization Map ID 1338



CHAPTER 8

PUBLIC TRANSPORTATION

BACKGROUND AND PURPOSE

Public transportation/transit is more than fixed routes that only serve low-income people; it is the backbone of economic development. There are many modes of public transportation available in the Birmingham MPA, including fixed-route, door-to-door (door-to-door), vanpool, school bus, and interregional bus and train (Greyhound and Amtrak). For the user, it is an inexpensive, green option for travel.

Public transportation plays a major role in reducing congestion, improving personal mobility, alleviating congestion, and improving air quality. The RPCGB reviews, analyzes, and incorporates transit projects into its planning process, with a focus on providing alternatives to access destinations.

The RPCGB works with transit providers and human service organizations to connect funding opportunities and service optimization. The RPCGB provides mobility alternatives for all residents and visitors and supports sustainable transportation in the region. It is an important component of the region's multimodal transportation system and helps achieve the goals stated in this RTP.

- Types of Services
- Funding Sources
- Transit Dependency Analysis

...fatalities for motorized
...congestion.
...opportunities for physical activity,
...increase access to essential needs and improve quality of life.

- Goal 4: Enhance the existing transportation system and maintain it in a state of good repair.
- Goal 6: Encourage a transportation system that is compatible with the built environment and sensitive to the natural environment.
- Goal 7: Mitigate the challenges of climate change by incorporating more sustainable transportation choices that promote clean energy, better air and water quality as well as environmental programs that create more resilient communities.



Image courtesy of Birmingham

FUNDING SOURCES

Fixed-route transit is funded through ad valorem revenue, Federal Transit Administration (FTA) grants (Sections 5307, 5309, and 5339), and contributions from municipalities served by BJCTA. Birmingham has been fortunate to receive additional funding over the past couple of years to support public transportation.

In FY 2022, the BJCTA received \$11,165,790 for economic relief from the coronavirus pandemic:

CARES:	\$7,059,881
CRRSAA:	\$3,105,909
ARP:	\$1,000,000

BJCTA has recently been awarded the following grants:

- \$780,115 from the Route Planning Restoration Program under the American Rescue Plan Act of 2021 for restoration of service reduced due to the Covid pandemic.
- \$13.6 million from the first round of the Bipartisan Infrastructure Law for the Bus & Bus Facilities Grant Program. The award is for a new maintenance facility and the purchase of compressed natural gas, hydrogen fuel-cell, and battery electric buses and charging equipment.
- \$1.6 million from FTA's Pilot Program for Transit-Oriented Development (TOD) Planning to provide more transportation options by integrating land use and transportation planning in new or expanded transit project corridors.

In February 2023, the BJCTA was awarded \$800,000 from the Reconnecting Communities Pilot program for a "Birmingham Transportation Capital Investment Plan" to help reconnect communities that were previously cut off from economic opportunities by transportation infrastructure.

In June 2022, RPCGB was awarded \$495,000 from FTA's Areas of Persistent Poverty to develop a plan to address the transportation challenges faced by those in areas of persistent poverty.

In addition, in March 2023 the RPCGB was awarded \$1,492,204 from the Strengthening Mobility and Revolutionizing Transportation (SMART) grants program to advance smart community technologies and systems to improve transportation efficiency and safety.



Image Credit: RPCGB

List of
federal
grants
recently
announced



CHAPTER 9

WHAT WE CAN AFFORD

OVERVIEW OF THE FISCALLY CONSTRAINED PLAN

An important part of the process is identifying the resources needed to be completed through the planning process. Shortfalls are identified for lack of funds are no solution. Shortfalls gives way to the creative and non-traditional methods of financing. Available plan (or fiscally constrained) foundation from which transportation

The identification is a Metropolitan Planning Authority considered. The requirements hold. Plans must not propose

- Federal Surface Transportation Funding Programs
- State Surface Transportation Funding Sources
- Federal Transit Funding Programs
- Fiscally Constrained Non-Exempt Projects (Capacity Projects)



HOW DOES FEDERAL FUNDING REACH OUR REGION?



PROJECTED FEDERAL FUNDING FOR ROADWAY TRANSPORTATION PROJECTS THROUGH THE YEAR 2050

IIJA Categories	26 Year Funding Projections	Annual Average	26 Year Capacity Project Funding	26 Year Operations & Maintenance Funding
National Highway Performance Program (NHPP)	\$1,332,964,709	\$51,267,873	\$412,955,253	\$920,009,456
Surface Transportation Program-Bham MPO (STPBH)	\$554,231,600	\$21,316,600	\$135,672,903	\$418,558,697
Surface Transportation Program-Other (STPAA)	\$246,503,615	\$9,480,908	\$141,897,497	\$104,606,118
Other Bridge Funding	\$68,063,002	\$2,617,808	\$11,877,986	\$56,185,016
Congestion Mitigation & Air Quality (CMAQ)	\$323,049,350	\$12,424,975	\$0	\$323,049,350
Highway Safety Improvement Program (HSIP)	\$67,268,292	\$2,587,242	\$0	\$67,268,292
Transportation Alternatives Program (TAP)	\$60,000,000	\$2,400,000	\$0	\$60,000,000
Carbon Reduction Program	\$64,099,250	\$2,563,970	\$0	\$64,099,250
Totals:	\$2,716,179,818	\$104,659,376	\$702,403,639	\$2,013,776,179

Notes: Does not include Local matching funds or the \$203,040,603 of Rebuild Alabama funding planned for Capacity Adding Projects

Includes funding from FY2024 through FY2050 (26 years); funding for the Northern Beltline is not included in this table (see the separate section below)



PROJECTED FEDERAL FUNDING FOR ROADWAY TRANSPORTATION PROJECTS THROUGH THE YEAR 2050

IIJA Categories	26 Year Funding Projections	Annual Average	26 Year Capacity Project Funding	26 Year Operations & Maintenance Funding
National Highway Performance Program (NHPP)	\$1,332,964,709	\$51,267,873	\$412,955,253	\$920,009,456
Surface Transportation Program-Bham MPO (STPBH)	\$554,231,600	\$21,316,600	\$135,672,903	\$418,558,697
Surface Transportation Program-Other (STPAA)	\$246,503,615	\$9,480,908	\$141,897,497	\$104,606,118
Other Bridge Funding	\$68,063,002	\$2,617,808	\$11,877,986	\$56,185,016
Congestion Mitigation & Air Quality (CMAQ)	\$323,049,350	\$12,424,975	\$0	\$323,049,350
Highway Safety Improvement Program (HSIP)	\$67,268,292	\$2,587,242	\$0	\$67,268,292
Transportation Alternatives Program (TAP)	\$60,000,000	\$2,400,000	\$0	\$60,000,000
Carbon Reduction Program	\$64,099,250	\$2,563,970	\$0	\$64,099,250
Totals:	\$2,716,179,818	\$104,659,376	\$702,403,639	\$2,013,776,179

Notes: Does not include Local matching funds or the \$203,040,603 of Rebuild Alabama funding planned for Capacity Adding Projects

Includes funding from FY2024 through FY2050 (26 years); funding for the Northern Beltline is not included in this table (see the separate section below)



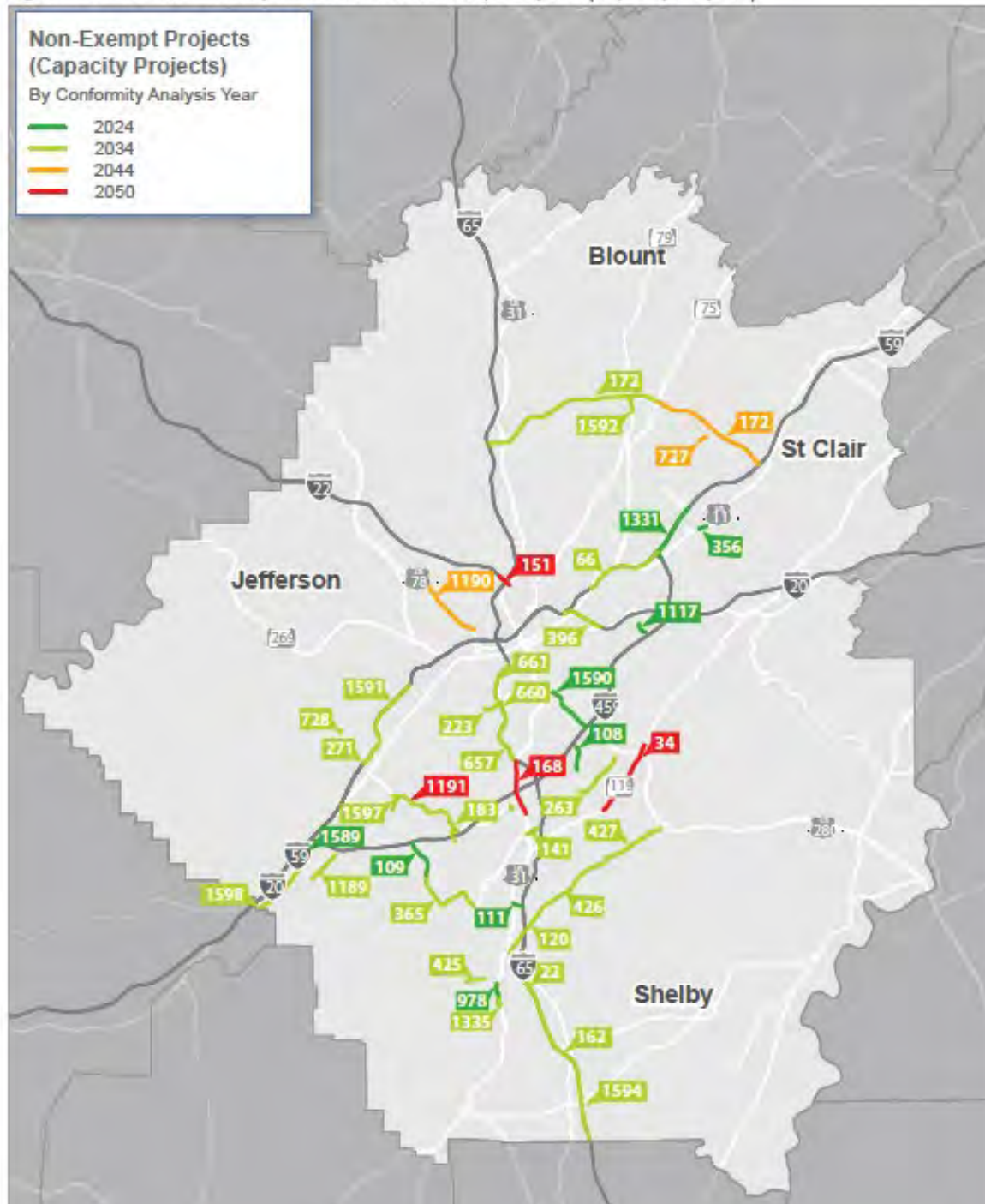
PROJECTED FEDERAL FUNDING FOR OPERATIONS AND MAINTENANCE PROJECTS VS. CAPACITY PROJECTS



	Type of Project	Total Amount	Percent of Total
	Operations & Maintenance	\$2,013,776,179	74.1%
	New Roadway Capacity	\$702,403,639	25.9%



Figure 1.1: 2050 RTP Fiscally Constrained Non-Exempt Projects (Capacity Projects)



APPENDIX A: CAPACITY PROJECTS

Table 1.2: 2050 RTP Fiscally Constrained Non-Exempt Projects (Capacity Projects)

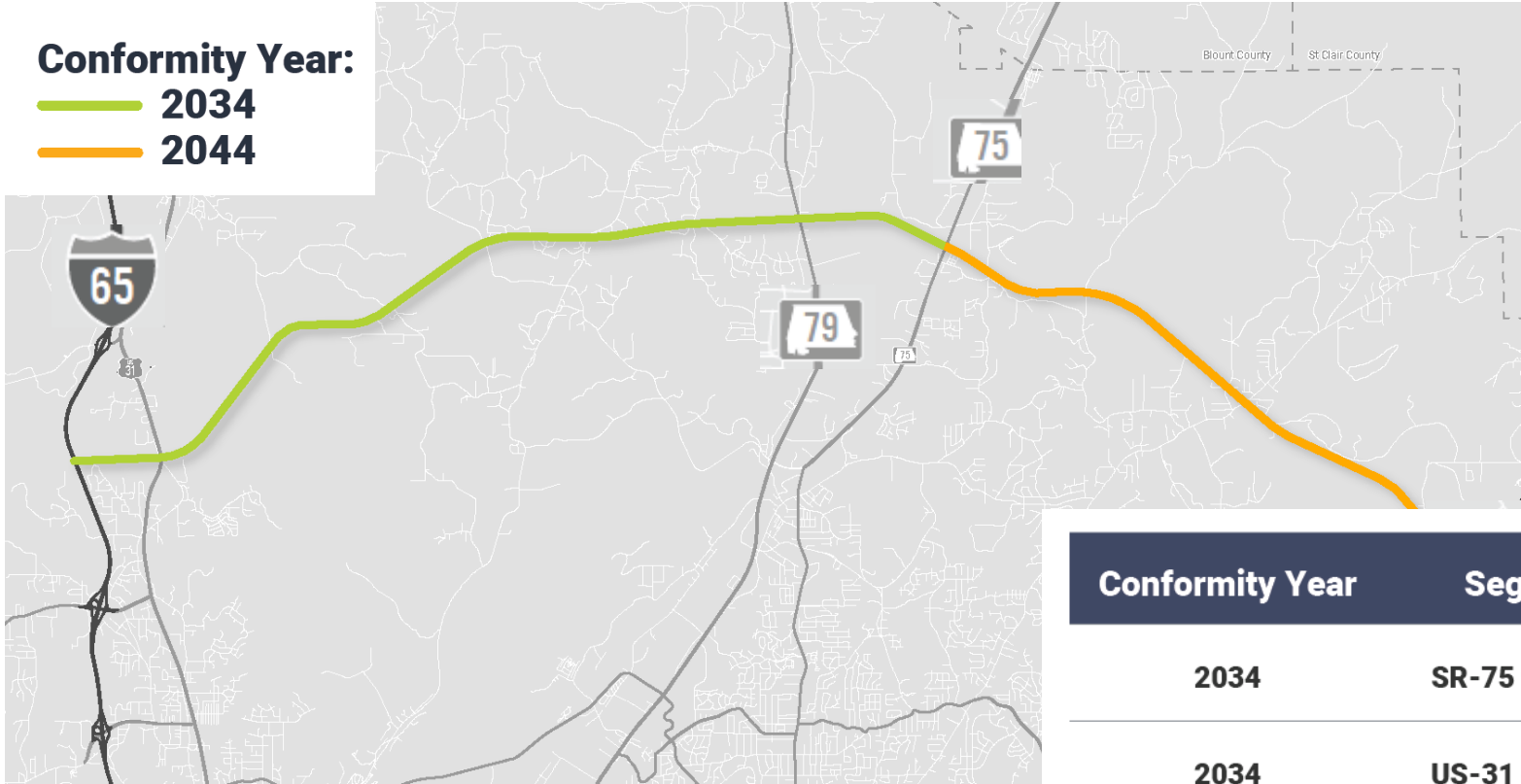
Sorted by Conformity Analysis Year, then by Project Sponsor, then by MPO Map ID

Sponsor	MPO Map ID	Project Description	Lanes Before	Lanes After	Length	Proposed Fiscal Year	Regionally Significant	Conformity Analysis Year	TELUS Table #	ALDOT Project #	Scope	Type of Work	Funding Program	Total Cost (Year of Expenditure)	Federal Cost (Year of Expenditure)	Total Cost (2021 \$)	Federal Cost (2021 \$)	Changes since last 2045 RTP (adopted Sept 2019)
Alabaster	978	Additional Lanes on SR-119 from Butler Road to CR-26 (Fulton Springs Road) - Phase 1	2	4	1.06	2020	Yes	2024	1	100063109	UT	Additional Roadway Lanes	STPBH	\$1,000,000	\$800,000	\$1,000,000	\$800,000	No change
Alabaster	978	Additional Lanes on SR-119 from Butler Road to CR-26 (Fulton Springs Road) - Phase 1	2	4	1.06	2022	Yes	2024	2	100061118	CN	Additional Roadway Lanes	STPAA	\$9,664,310	\$7,731,448	\$9,568,624	\$7,654,899	No change
ALDOT	111	Pelham TOPICS, Widen CR 52 from I-65 to US 31 from 3-lane to 4-lane	3	4	1.10	2023	Yes	2024	1	100039450	CN	Additional Roadway Lanes	STPBH	\$561,262	\$449,010	\$550,203	\$440,162	No change
ALDOT	1331	Reconstruction and Lane Addition on I-59 from I-459 to CR-10 (Chalkville Mountain Road) and I-459 from .34 miles south of SR-7 (US-11) to I-59.	4	6	2.10	2022	Yes	2024	3	100064602	CN	Additional Roadway Lanes	IM, NH and Rebuild Alabama	\$86,278,949	\$77,651,054	\$85,424,702	\$76,882,232	No change
ALDOT	1590	Additional lanes on SR-38 (US-280) from Lakeshore Drive/Shades Creek Pkwy to I-459 and Bridge Replacement (BIN 007402) on Pumphouse Road	6	8	5.60	2023	Yes	2024	3	100074881	CN	Widen	NHPP	\$25,000,000	\$20,000,000	\$24,507,401	\$19,605,921	New project
ALDOT/Trussville	356	Widen SR-7 (US-11) From End of 5-Lane Facility, East of Chalkville Rd to The Cahaba River Bridge	4	4	0.44	2021	No	2024	1	100039839	CN	Turn Lanes	STPBH	\$2,561,813	\$2,049,450	\$2,561,813	\$2,049,450	No change
Jefferson		CR-29 (Caldwell Mill Rd), From Heatherwood Rd (CR-370) to Acton										Bridge						

NORTHERN BELTLINE

Conformity Year:

- 2034
- 2044



Grant Anticipation Revenue Vehicles (GARVEE) bonds:

These bonds facilitate funding by borrowing future federal transportation dollars in the form of Grant Anticipation Revenue Vehicles.

Conformity Year	Segment	Cost Estimate (Year 2023 Dollars)	Funding Source
2034	SR-75 to SR-79	\$100,200,000	Appalachian Development Highway System (ADHS)
2034	US-31 to SR-79	\$360,452,300	Appalachian Development Highway System (ADHS)
2034	I-65 to US-31	\$194,740,334	GARVEE bonds
2044	SR-75 to I-59	\$491,372,351	GARVEE bonds

Note: Congressional Appropriations and the IIJA allocated approximately \$489 million of Appalachian Development Highway System (ADHS) funds to the N. Beltline, of which approximately \$29 million is being held for contingencies.

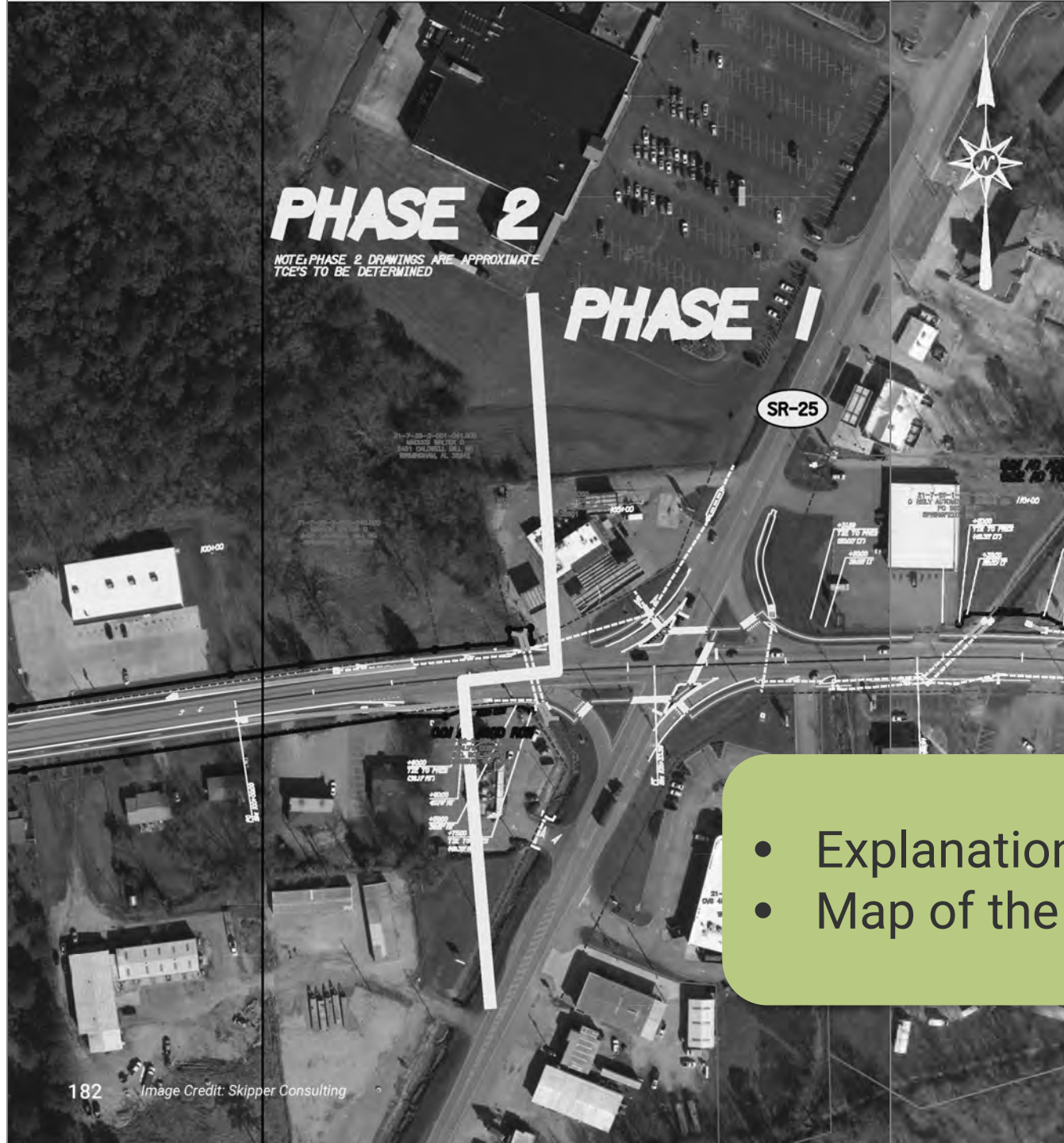
CHAPTER 10

VISIONARY PROJECTS

BACKGROUND & PURPOSE

Numerous projects could not be included in the plan in the previous chapter either because they were not defined or because they cannot be completed within the forecasted 25-year revenues. This chapter identifies projects that could be considered for implementation if resources are available.

- Explanation of the Visionary Projects
- Map of the 2050 RTP Visionary Projects



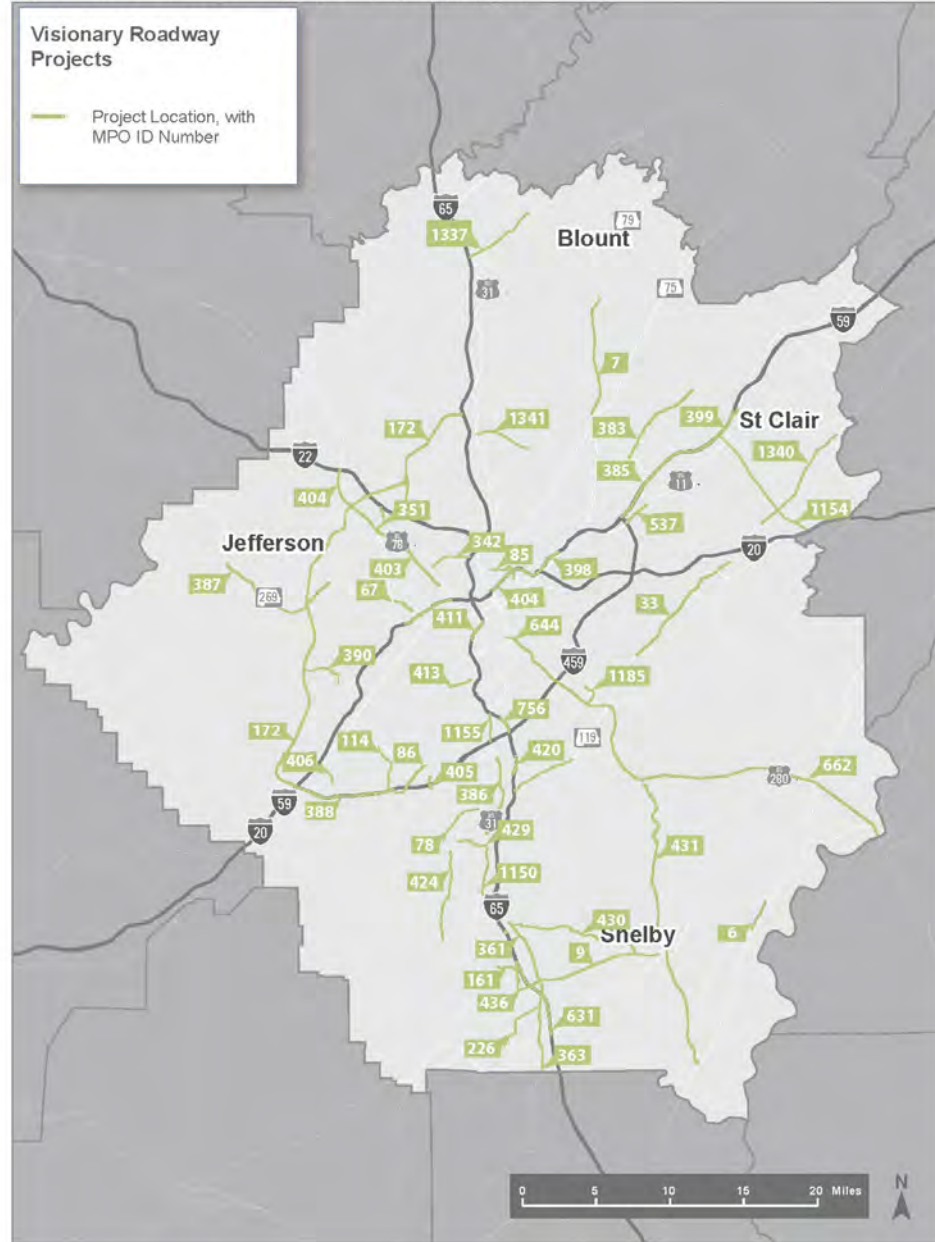
PHASE 2

NOTE: PHASE 2 DRAWINGS ARE APPROXIMATE TCE'S TO BE DETERMINED

PHASE 1

SR-25

Figure 10.1: 2050 RTP Visionary Projects (Capacity Projects)



Source: RPCGB

VISIONARY PROJECTS

Table 1.3 on the following pages lists all "Visionary Projects" in the 2050 RTP. These are projects that the RPCGB recognizes are needed, but that currently lack funding. The approximate total cost of the 74 unfunded Visionary Projects list is over \$5.6 billion (in 2022 dollars). Currently, these projects cannot be completed within the limits of the region's forecasted 25-year revenues. For more details on this list and possible funding sources, see Chapter 10 If More Funding Becomes Available and Chapter 11 Discretionary Grant Funding Programs.

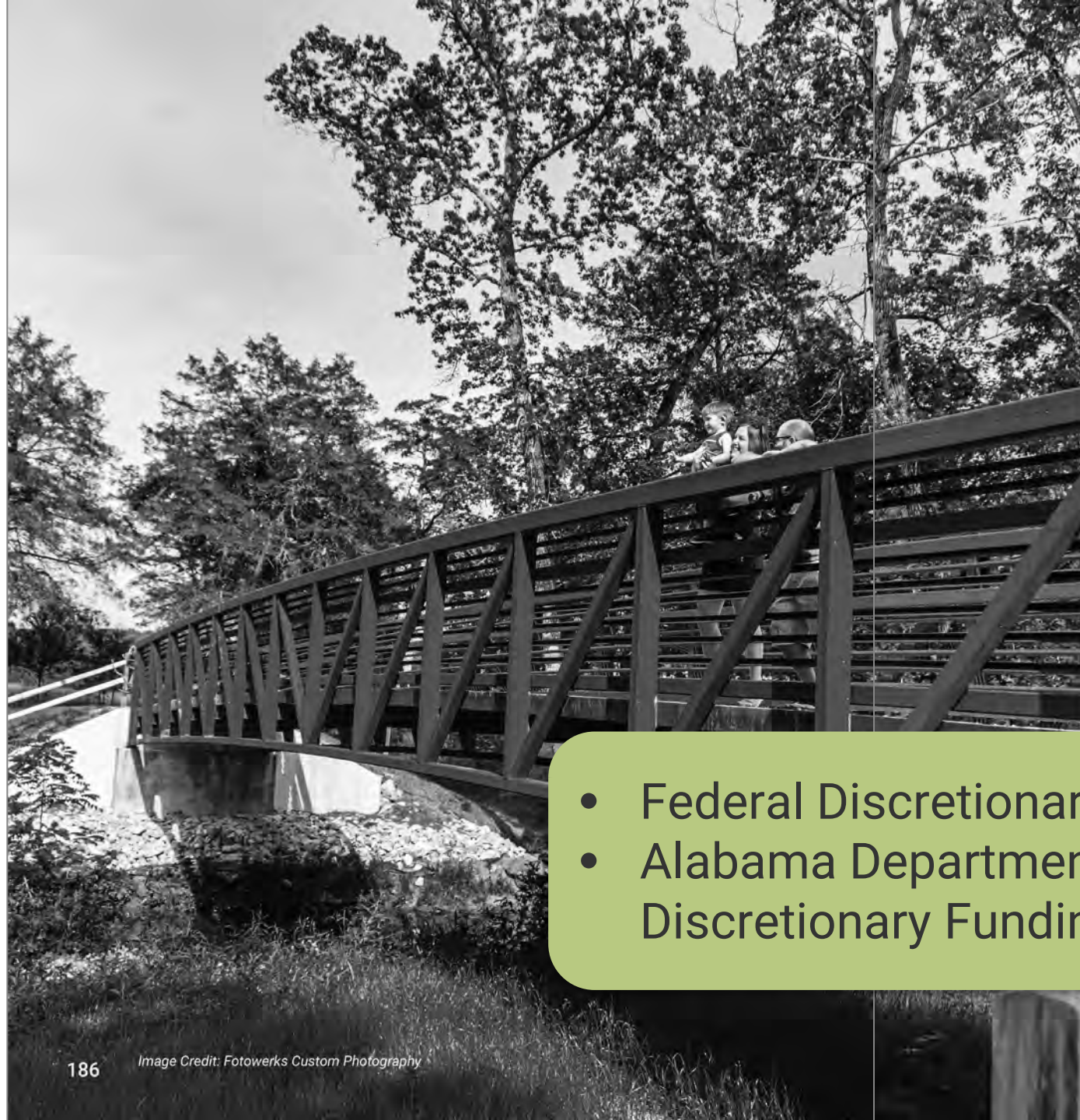
Note: The list of Visionary Projects in Table 1.3 are sorted first by Project Sponsor and then by MPO Map ID. The MPO Map ID matches the ID label on the project map displayed in Figure 1.2.

Table 1.3: 2050 RTP Visionary Projects Sorted by Project Sponsor then by MPO Map ID

Sponsor	MPO Map ID	Project Description	Lanes Before	Lanes After	Length	Total Cost (2022 \$)
ALDOT	6	Extend SR-145 From CR-61 North to SR-25 In Wilsonville	2	4	2.00	\$18,955,093
ALDOT	7	SR-79 From North End of 4-Lane to 1 Mile Inside Blount County Line	2	4	6.67	\$16,956,257
ALDOT	33	SR-119 From The Jefferson-Shelby County Line to Leeds	2	4	7.89	\$8,951,748
ALDOT	67	I-59 From N of (CR-80)Av I to S of (SR-5) Arkadelphia Rd	8	10	2.70	\$26,625,303
ALDOT	78	Helena Bypass From CR-52 West of Helena to SR-261 North of Helena	0	4	5.90	\$27,385,982
ALDOT	139	US-411 From East of Dawson Street Connector to End of 4-Lane	2	4	0.50	\$1,497,397
ALDOT	162	Bridge Widening & Add Lanes on I-65 South (#165-59-2.7 Dual Bridges). MP 236; RR Involvement	4	8	0.50	\$11,926,087
ALDOT	172	SR-959 (Birmingham Northern Beltline) From SR-269 to US 78 W	0	6	7.80	\$310,647,722
ALDOT	172	SR-959 (Birmingham Northern Beltline) From US 78 W to I-65	0	6	10.60	\$1,057,006,535
ALDOT	172	SR-959 (Birmingham Northern Beltline) From I-459 to SR-269	0	6	13.40	\$1,496,095,555
ALDOT	351	CR-65 (Hillcrest Rd) From SR-5 (US-78) to Corridor X	2	4	3.20	\$21,793,354
ALDOT	361	US-31, Widen 2 to 4 Lanes, From I-65 (Exit 231) North to Alabaster 2.6 Mi	2	4	2.20	\$22,283,982
ALDOT	362	Widen US-31, 2 to 4 Lanes, From I-65(Exit 231) South to 6th Ave(Calera) 2.2 Miles	2	4	2.20	\$19,810,379

Visionary project descriptions contained in Appendix A





CHAPTER 11

DISCRETIONARY GRANT FUNDING PROGRAMS

BACKGROUND & PURPOSE

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, reauthorizing several transportation programs for the next five years. It is the largest omnibus surface transportation bill, such as the FAST Act (2015). In addition to the continuation of existing programs, IIJA provides funding through a wide range of new programs.

The IIJA provides funding for several programs and discretionary grant programs. "Funding for transportation projects according to the IIJA ensure predictable funding levels several years. Discretionary grant programs" are awarded to states and must be actively

THIS CHAPTER

- Federal Discretionary Funding Programs
- Alabama Department of Transportation Discretionary Funding Programs



22 relevant federal discretionary funding programs

State-level discretionary funding programs

sought out by applicants, and awards are made at the discretion of the administering agency. Opportunities to apply for the grant programs are noticed by the U.S. Department of Transportation (USDOT) through Notice of Funding Opportunities (NOFO).

This chapter outlines the discretionary grant funding programs that are administered by the United States Department of Transportation (USDOT) and the Alabama Department of Transportation (ALDOT).

FEDERAL DISCRETIONARY FUNDING PROGRAMS

The IJA includes almost approximately \$643 billion in surface transportation funding, of which almost a third will be awarded via competitive grant processes to Metropolitan Planning Organizations (MPOs), counties, cities, Tribes, transit agencies, special districts, and other local entities. These grant programs generally address one or more of the following areas: multimodal transportation, repair, safety, climate and environmental mitigation, and equity.

Multimodal transportation is perhaps the largest focus of the IJA, which makes available grant funding for planning, advancing, building, and implementing multimodal transportation projects. The IJA contains different grant programs designed to fund active transportation, transit, and intercity rail.

The key repair program is devoted to the new Bridge Investment Program, which provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.

The centerpiece of the IJA's safety focus is the Safe Streets and Roads for All (SS4A) program. SS4A aims to provide grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).

Climate and environmental mitigation programs are heavily funded through formula programs, such as the Carbon Reduction Program, but discretionary

grants exist for this area as well. These include the discretionary portion of the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program, as well as others that fund culvert repair and emissions reductions at ports.

Finally, equity is addressed through the Reconnecting Communities Pilot Program, which intends to remove previously built transportation infrastructure that divided communities and to enhance interventions that reconnect these communities.

The following is a brief description of each of the competitive grant programs provided by the USDOT under the IJA; they are listed in alphabetical order.

Table 11.1 Includes a matrix that lists the five-year totals for all grant programs, the lead agency for the grant program, the amounts that have been apportioned, and the types of applicants that are eligible for each of the grant programs.

- 1. Active Transportation Infrastructure Investment Program:** This program provides grants for projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine.
- 2. Advanced Transportation Technologies & Innovative Mobility Deployment (ATTIMD):** This program provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. These deployments should demonstrate how emerging transportation technologies, data, and their applications can be effectively deployed and integrated with existing systems to provide access to essential services and other destinations. Examples include increasing connectivity to employment, education, services, and other opportunities; supporting workforce development; or increasing mobility, particularly for the elderly and people with disabilities.

ALABAMA DEPARTMENT OF TRANSPORTATION DISCRETIONARY FUNDING PROGRAMS

The Alabama Department of Transportation (ALDOT) administers several discretionary funding for surface transportation. These are awarded through competitive grant processes to MPOs, counties, cities, transit agencies, special districts, and other local entities. This section briefly describes six competitive grant programs.

- 1. Alabama Highway Safety Improvement Program (HSIP):** This program's purpose is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including those not owned by the state. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
Eligible applicants include all local and state public agencies. A project sponsor(s) must be identified who is willing to implement the project according to federal and ALDOT guidance and requirements, and it is highly recommended that the sponsor coordinate with the appropriate ALDOT Region regarding funding priorities within the Region.
For more information, please see <https://www.dot.state.al.us/programs/HSIP.html>.
- 2. Alabama Transportation Rehabilitation and Improvement – II (ATRIP-II):** Created by the Rebuild Alabama Act 2019, this program funds transportation projects of local interest on the state-maintained highway system. This may also include work on local roads essential to proper functioning of the project on the state road.
Eligible applicants include all public agencies, counties, and municipalities. A sponsoring local government agency may only submit one project application per fiscal year, which includes applications submitted jointly for projects of interest to

more than one local government. Types of eligible projects include transportation projects which improve any state-maintained highway system. Local roads and bridges are not eligible except for incidental work that is necessary in order to complete the improvements to the state route.

For more information, please see <https://www.dot.state.al.us/programs/ATRIPII.html>.

- 3. Local Roads Safety Initiative (LRSI):** This program intends to help reduce high fatal and incapacitating injury crash rates by alleviating safety deficiencies on locally owned public roads. This is accomplished by utilizing low-cost safety countermeasures such as rumble strips, enhanced signage and delineation, clear zone improvements, shoulder widening, front slope flattening, and cross slope/ superelevation corrections.
Eligible applicants include cities and counties for both rural and urban non-State maintained roadways with significant safety risks. Projects must be located on any locally owned public road that has a "significant safety risk" as defined by the 2017 Alabama Strategic Highway Safety Plan. Types of projects that can be submitted for consideration include: any project intended to reduce crashes on roads with a Significant Safety Risk are deemed eligible by federal regulation. Projects including but not limited to: general roadway safety projects, intersection improvements, traffic control devices, and unshielded bridge end upgrades.

For more information, please see <https://www.dot.state.al.us/programs/HSIP.html> and https://www.dot.state.al.us/publications/Design/pdf/HSIP_SafetyOp/LRSIFAQ.pdf

APPENDICES

7 Appendices

A

Capacity Project Lists

B

Public Involvement Summary

C

Environmental Justice

D

Travel Demand Model Review
and Documentation

E

Emerging Technologies

F

Environmentally Sensitive Areas
& Mitigation Practices

G

Systems Performance Report





**DRAFT FISCAL YEARS 2024 – 2027
TRANSPORTATION IMPROVEMENT PROGRAM**



WHAT IS THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)?



Draft

FY2024-2027
Transportation Improvement Program (TIP)
for Air Quality Conformity

Birmingham Metropolitan Planning Area

Prepared by the Regional Planning Commission of
Greater Birmingham (RPCGB)
Staff to the MPO

Draft - February 2023

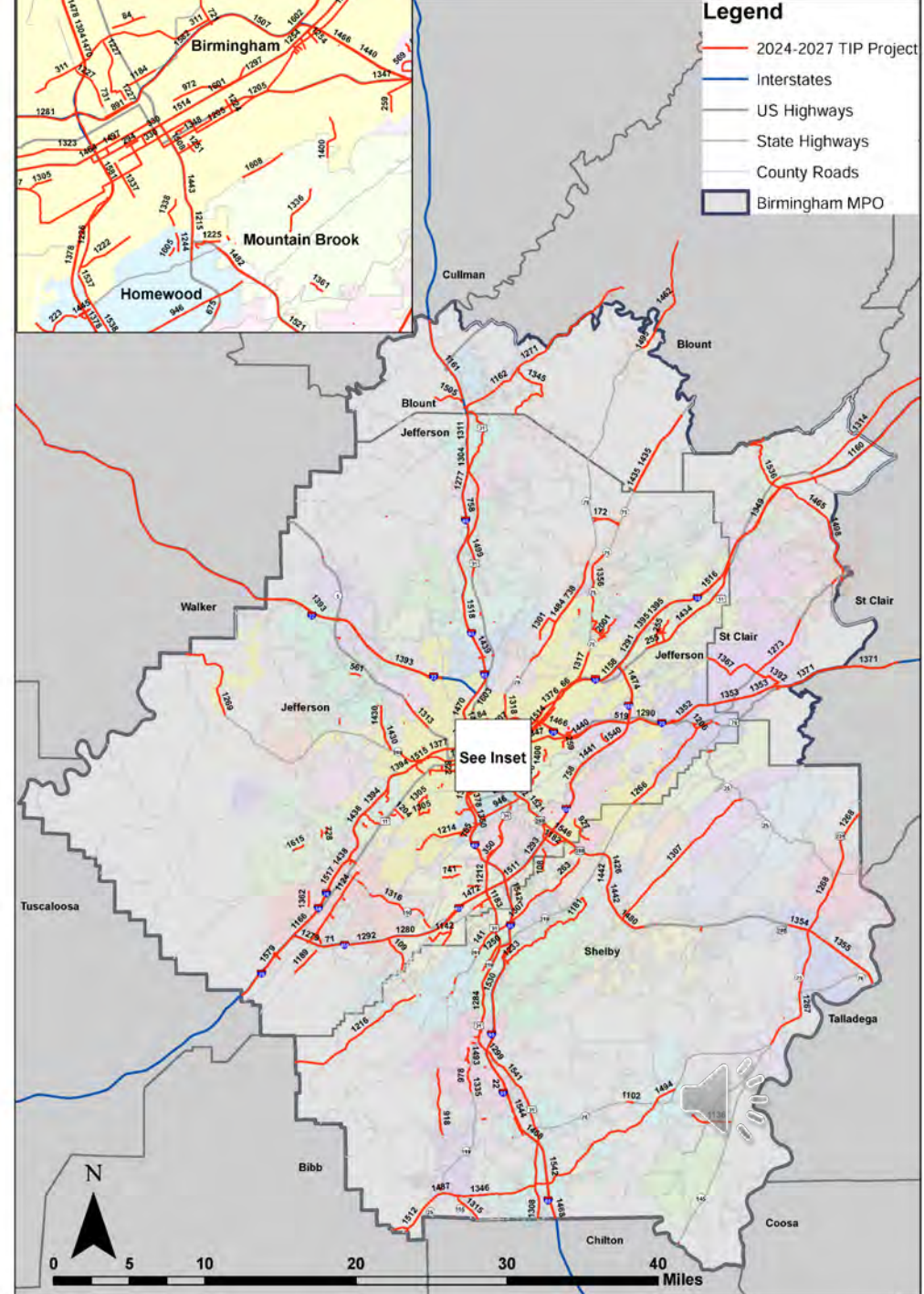
- 4-year work program for FY 2024-2027
- A direct subset of the 2050 RTP
- Projects in which funding has been identified using current available or anticipated revenues



DRAFT FY 2024-2027 TIP

1. Surface Trans STP attributable projects

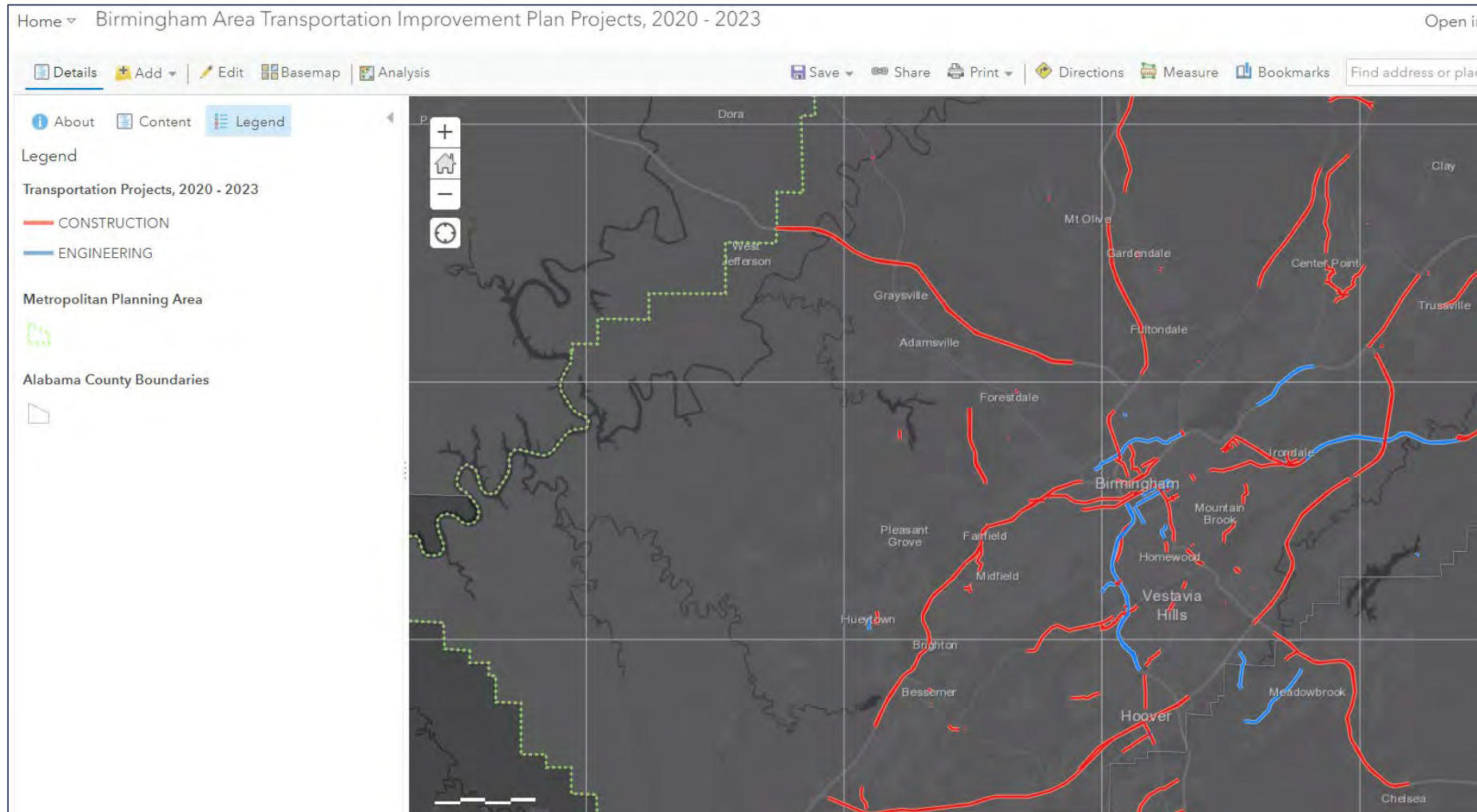
Sponsor: ALABASTER										
Project Family ID	Project Number (FANRP)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Cor Year
43821	100074590 STPBH 0119 ()	ADDITIONAL LANES ON SR-119 FROM CR-80 TO CR-12 - PHASE 2	1.69	RW	P	ADDITIONAL ROADWAY LANES	2023	1335		203
Totals By Sponsor							Federal	\$1,200,000		
Sponsor: ALDOT										
Project Family ID	Project Number (FANRP)	Project Description	Project Length (miles)	SCP	STS	Project Type	FY	Map ID	Project Priority	Cor Year
2088	100009265 RP-STPAA-STPBH 7112 (003)	ADDITIONAL LANES ON SR-261 FROM BEARDEN ROAD TO SR-3 (US-31)	2.84	CN	P	ADDITIONAL ROADWAY LANES	2023	141		203
26140	100046238 STPBH 7112 (602)	ADDITIONAL LANES ON CR-17 (VALLEYDALE RD) FROM SR-3 (US-31) TO RIVERCHASE PARKWAY FAST	0.75	UT	P	ADDITIONAL ROADWAY LANES	2023	141		203
26140	100046239 STPBH 7112 ()	ADDITIONAL LANES ON CR-17 (VALLEYDALE RD) FROM SR-3 (US-31) TO RIVERCHASE PARKWAY FAST	0.75	CN	P	ADDITIONAL ROADWAY LANES	2023	141		203
1820	100039450 STPBH 7012 ()	PELHAM TOPICS SR-3(US-31) FROM CR-52 TO A POINT 0.25 MILES NORTH OF CR-105 (PHASE II)	1.13	CN	P	INTERSECTION IMPROVEMENTS	2024	111		203
Sponsor: BESSEMER										



ONLINE INTERACTIVE TIP MAP

Link to the map is available at:

<https://www.rpcgb.org/transportation-improvement-program-tip>



EXAMPLE PROJECT INFO ON THE INTERACTIVE TIP MAP

Home ▾ Birmingham Area Transportation Improvement Plan Projects, 2020 - 2023

Details Add ▾ Edit Basemap Analysis Save ▾ Share Print ▾ Directions Measure

About Content Legend

Legend

Transportation Projects, 2020 - 2023

- CONSTRUCTION
- ENGINEERING

Metropolitan Planning Area

Alabama County Boundaries

MAP ID 1244
FAMILY ID 40437
REFERENCE ID 100064505
SPONSOR HOMEWOOD
DESCRIPTION 18TH STREET REVITALIZATION FROM 28TH AVENUE SOUTH TO A POINT APPROXIMATELY 1000' NORTH OF ROSEDALE DRIVE IN THE CITY OF HOMEWOOD
COUNTY JEFFERSON
ROUTE NA-

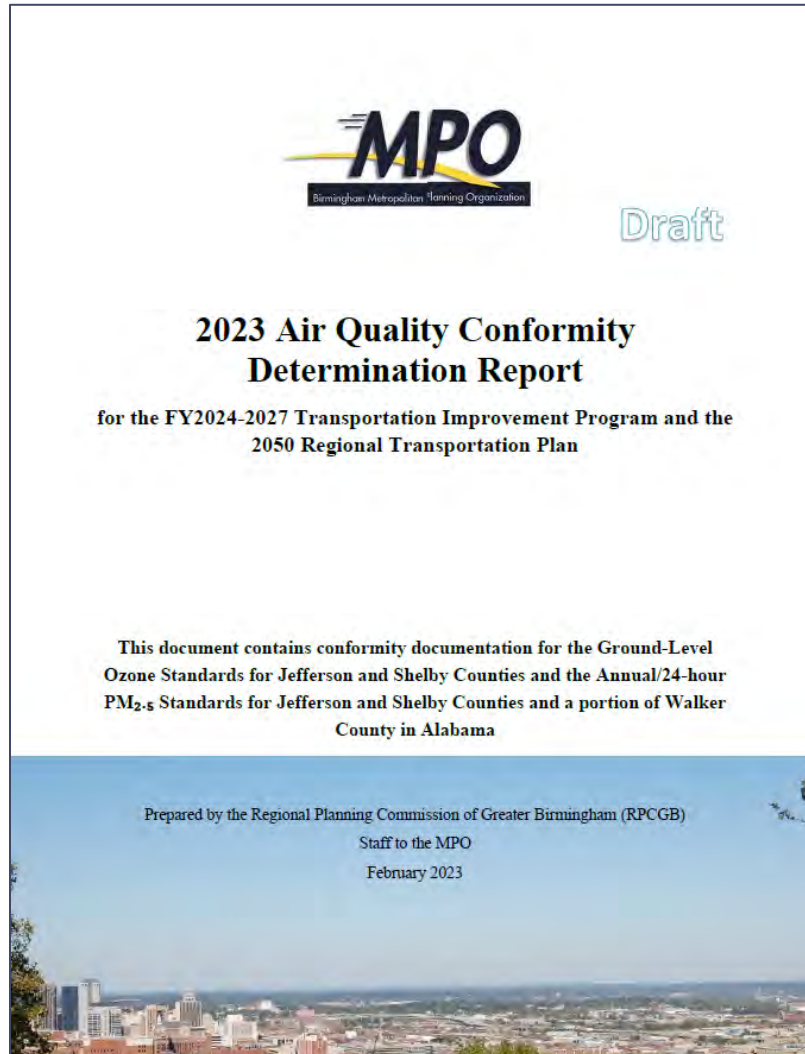
[Zoom to](#) [Edit](#) [Get Directions](#)



DRAFT 2023 AIR QUALITY CONFORMITY DETERMINATION REPORT



WHAT IS THE AIR QUALITY CONFORMITY DETERMINATION REPORT?



- Stand alone document
- Required under the Clean Air Act
- Ensures that transportation investments conform to the State's Air Quality Implementation Plan (SIP) for meeting the Federal air quality standards



FEDERAL AIR QUALITY STANDARDS

- The Environmental Protection Agency (EPA) sets National Ambient Air Quality Standards (NAAQS) for 6 pollutants
 - Metropolitan areas that do not conform to the standards are classified as “nonattainment areas”
 - Metropolitan areas that are former nonattainment areas are called “maintenance areas”
- As a former nonattainment area, the Birmingham metropolitan region has been a **maintenance area** since 2013.



BIRMINGHAM REGION – 3 POLLUTANTS OF CONCERN

Nitrogen Oxides (NOx) + Volatile Organic Compounds (VOCs) =

Ground-level
Ozone

Nitrogen Oxides (NOx) + Particulate Matter (PM_{2.5}) =

24-hour PM_{2.5}



2050 REGIONAL TRANSPORTATION PLAN FISCALLY CONSTRAINED CAPACITY PROJECTS

Air Quality Conformity Analysis Year:

2024 

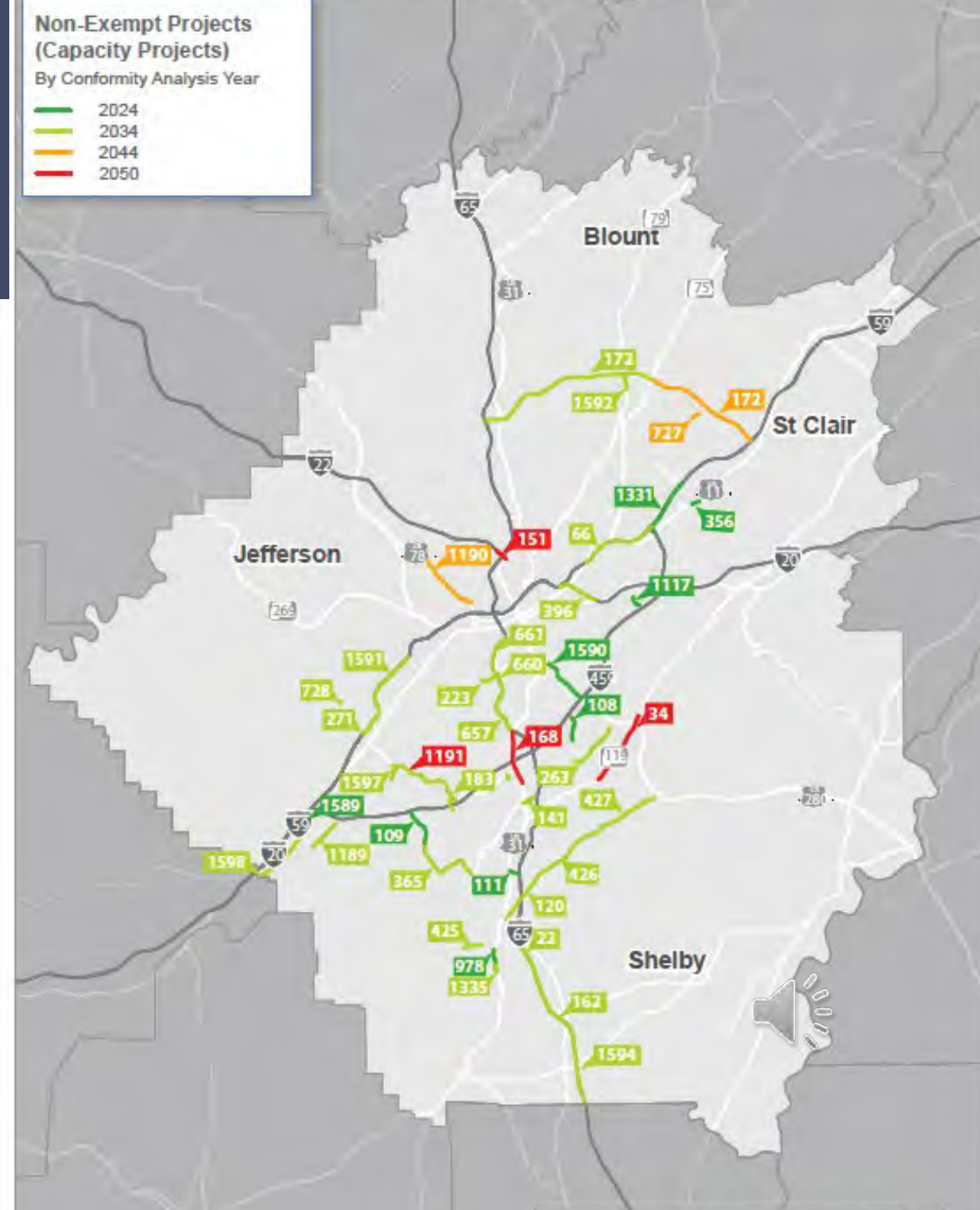
2034 

2044 

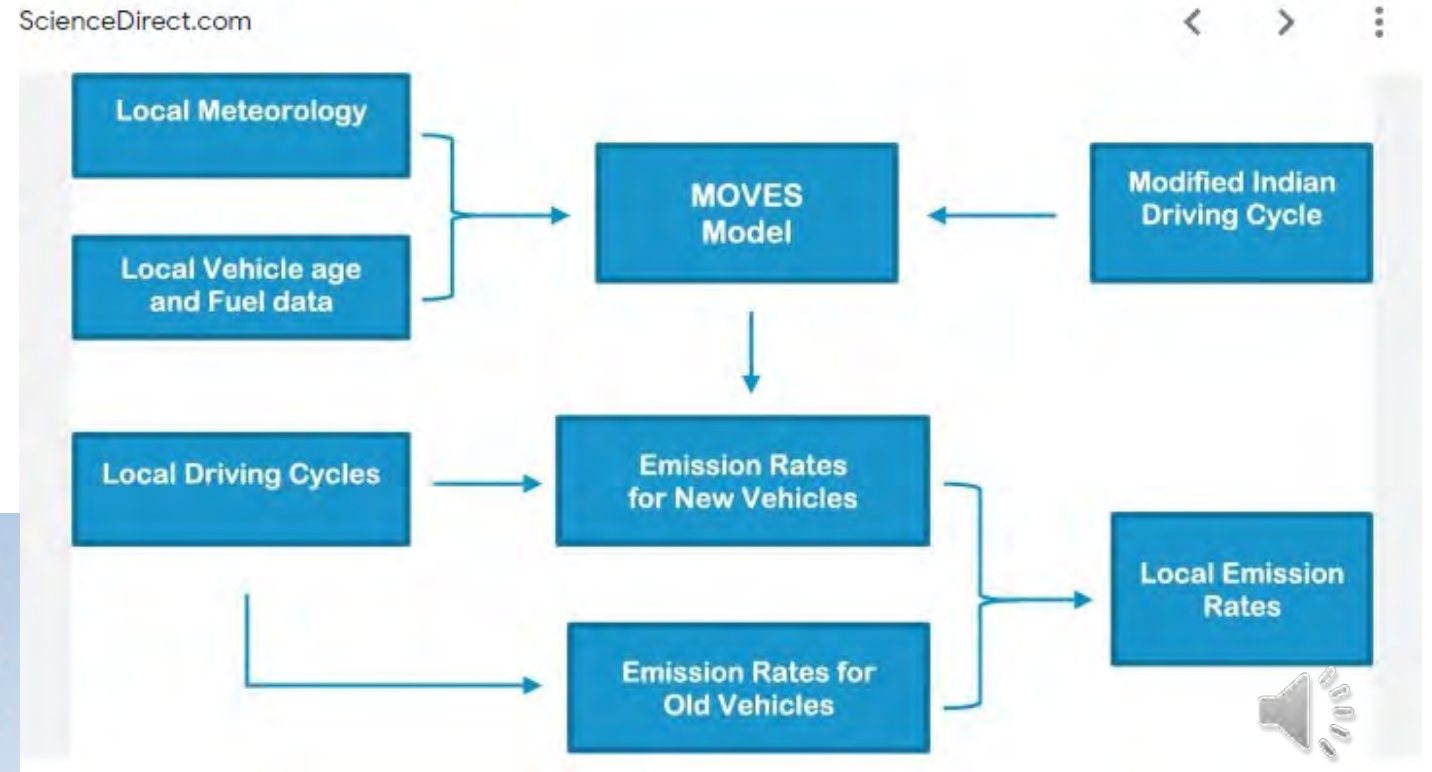
2050 

Non-Exempt Projects
(Capacity Projects)
By Conformity Analysis Year

-  2024
-  2034
-  2044
-  2050



MOTOR VEHICLE EMISSIONS STIMULATOR (MOVES) MODELING TOOL

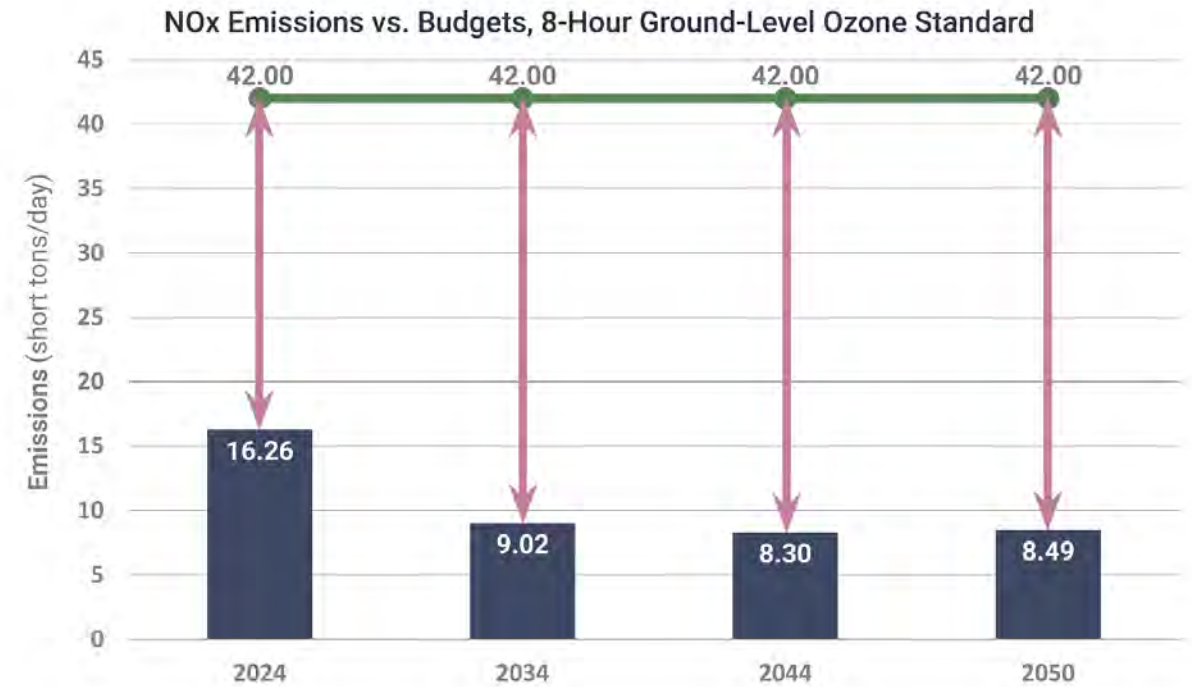
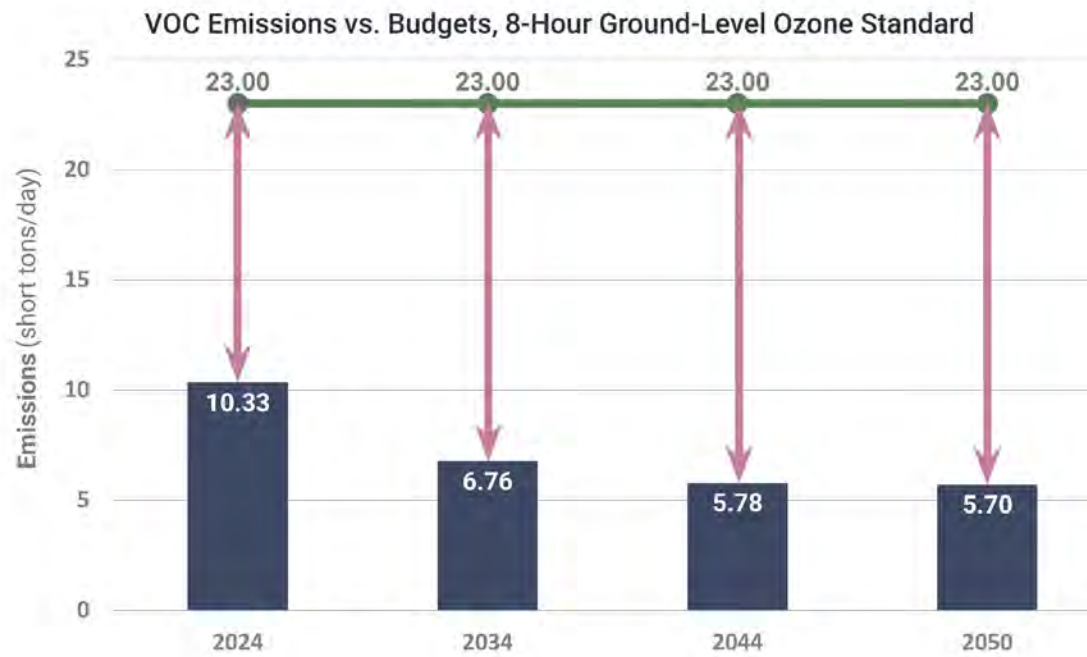


MOTOR VEHICLE EMISSIONS BUDGETS (MVEBS)

Motor Vehicle Emissions Budgets are established by the State Implementation Plan to allow a maximum amount of emissions per day due to automobiles.



VOLATILE ORGANIC COMPOUNDS AND NITROGEN OXIDE, WHICH CONTRIBUTE TO GROUND LEVEL OZONE



NITROGEN OXIDE AND PARTICULATE MATTER, WHICH CONTRIBUTE TO PM 2.5

NOx Emissions vs. Budgets, 24-Hour PM_{2.5} Standard



PM_{2.5} Emissions vs. Budgets, 24-Hour PM_{2.5} Standard



AIR QUALITY CONFORMITY DETERMINATION REPORT



Draft

2023 Air Quality Conformity Determination Report

for the FY2024-2027 Transportation Improvement Program and the
2050 Regional Transportation Plan

This document contains conformity documentation for the Ground-Level
Ozone Standards for Jefferson and Shelby Counties and the Annual/24-hour
PM_{2.5} Standards for Jefferson and Shelby Counties and a portion of Walker
County in Alabama

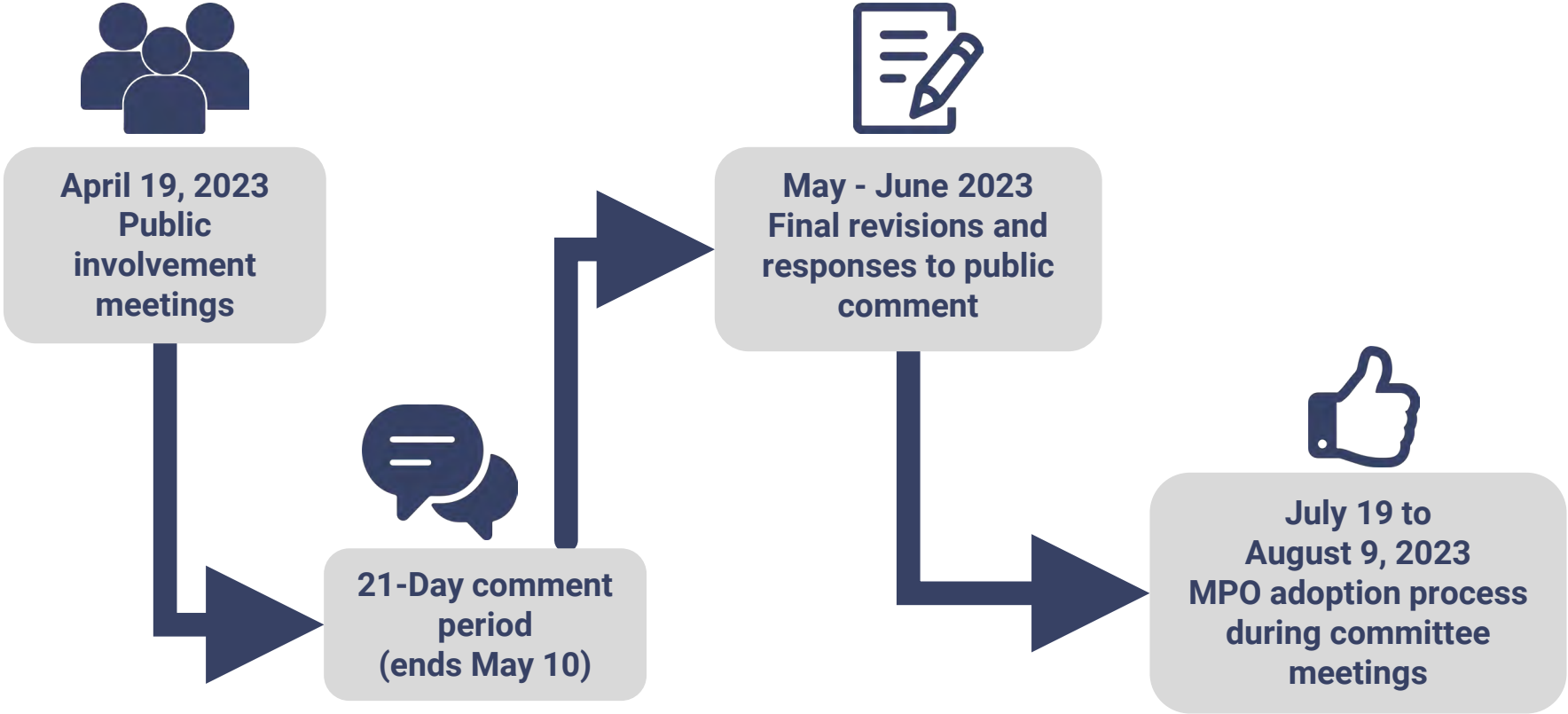
Prepared by the Regional Planning Commission of Greater Birmingham (RPCGB)
Staff to the MPO
February 2023

The report demonstrates that the projects in the 2050 Birmingham Regional Transportation Plan and FY 2024-2027 Transportation Improvement Program meets the air quality conformity requirements.



ADOPTION PROCESS FOR THE 3 DRAFT DOCUMENTS

2050 Regional Transportation Plan FY 2024-2027 Transportation Improvement Program 2023 Air Quality Conformity Determination Report



How to leave comments



COMMENT CARD AT THE PUBLIC INVOLVEMENT MEETINGS

COMMENTS

- Check One:** 2050 Regional Transportation Plan
 2023 Air Quality Determination Report
 FY 2024-2027 Transportation Improvement Program

Name: _____

Email: _____



LEAVE US YOUR COMMENTS – ONLINE

Draft documents and a survey link for commenting can be found at:

www.rpcgb.org/public-involvement

Comments on the Draft Birmingham 2050 Regional Transportation Plan, FY 2024-2027 TIP and 2023 Air Quality Determination Report

Visit <https://www.rpcgb.org/public-involvement> to review the documents

* 1. Please identify the document on which you are commenting.

2023 Air Quality Determination Report

FY 2024-2027 Transportation Improvement Program

2050 Regional Transportation Plan

2. If this comment is related to the 2050 Regional Transportation Plan, please identify the relevant chapter(s) and/or Appendices.

Chapter 1 - Plan Fundamentals

Chapter 2 - Goals and The Federal Planning Process

Chapter 10 - Visionary Projects

Chapter 11 - Discretionary Grant Funding Programs



Deadline for comments: **May 10, 2023**